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The Daily Press.

HONGKONG, DECEMBER 22ND, 1913.

It does not seem that the Foreign Powers are likely to acquiesce immediately in Russia's somewhat theatrical proposal for the withdrawal of the foreign troops in North China. In this connection it is recalled that during the Manchu régime a similar proposal was made by the German Government, on the condition, however, that all the Powers agreed to do likewise. But the other Powers, Russia included, did not concur, and subsequent events in the history of China have justified their attitude. Russia now professes to be indifferent to the opinion of the other Powers. Without giving any previous warning to his colleagues in the Diplomatic Body, or even sounding any of the other Legations (with the possible exception of the French), the Russian Minister, a Peking contemporary says, suddenly proposed at a meeting of the Diplomatic Body that "as order had been completely restored in Chihli, and the Chinese Government was now in a position to maintain order throughout the country and to protect the lives and property of Chinese subjects, all foreign troops should be withdrawn from Chihli. Whether the other Powers agreed to take this step or not, said M. KUPCHENKO, Russia was willing to withdraw her troops." This announcement caused the "utmost surprise," and it is reported from Peking that there is reason to believe that a majority of the Foreign Ministers consider the suggestion premature and against the best interests of

China. They point to the unsatisfactory conditions in Kalgan, and the neighbourhood; and they hold the opinion that the maintenance of order in the Province of Chihli itself, since the mutinies of Chinese troops in February and March of 1912, has been to a great extent due to the moral effect of the presence of foreign garrisons in the Province. This is a conclusion that cannot well be contested. Nevertheless, it would be a curious position to maintain that the presence of foreign troops in North China is required to protect the lives and property of Chinese subjects. That is a duty which belongs to the Chinese Government alone. Foreign troops have been stationed in North China during the past thirteen years in order to afford protection to the lives and property of foreign subjects. The circumstances which led to foreign troops being stationed in North China are too well known to need extended recapitulation. In the year 1900 the entire foreign population in North China, together with native Christians and others known to be in association with foreigners, was threatened with extermination. The Tientsin Settlements were besieged for upwards of two months by the Boxer "rabble" and the Imperial troops, the occupants being reduced to the verge of starvation by the time an international force of upwards of 20,000 troops was able to come to their relief. Since then the Powers have maintained upwards of ten thousand troops in the Metropolitan Province, and the moral effect this has had upon the population can easily be understood. It is not generally known perhaps that so many foreign troops are still stationed in North China, and the following particulars of the strength of the various detachments, compiled from the latest available statistics, will doubtless interest many readers:—

	Officers.	Other Ranks.
Japanese	100	2,288
British	83	1,903
Indian	16	80
American	35	1,335
French	46	1,810
Russian	18	1,045
German	10	440
Austrian	6	140
Italian	7	101
Netherlands	2	38
Belgian	1	20
Total	333	9,728

There is nothing to show in the reports emanating from Peking that Russia has any intention of withdrawing her troops from Manchuria or from Mongolia, so that even though she withdrew her troops from Tientsin and Peking, she would still be in a position to quickly concentrate a strong force upon the Capital should the need unfortunately again arise. The Chinese are not likely to lose sight of that fact. But we hope and believe that foreign life and property in North China will never again be menaced as in the Boxer rising of 1900, and for that reason the Powers may be inclined to sympathetically consider the proposal. We cannot think, however, that the withdrawal of the foreign garrisons at the present time can be ardently desired by the Chinese Government. Their presence in the country at the present juncture of affairs must exercise a moral influence of incalculable value upon the situation, and if the Powers are willing to keep them there for the present the Chinese Government, we imagine, will not regard it as an unfriendly act.

The French mail of the 18th November was delivered in London on the 18th December.

Lieut. J. A. T. Plummer has resigned his commission in the Hongkong Volunteer Corps.

Dr. and Mrs. E. M. Lobb are booked to sail from London on the P. & O. steamer Nile on December 27th.

Tenders are invited for the building of the terminal station at Kowloon Point for the Kowloon-Canton railway.

On Saturday afternoon, H.E. M. Sarraut, Governor-General of Indo-China, left Hongkong after a week's stay.

H.E. the Officer Administering the Government has appointed Saturday, the 27th December, 1913, to be observed as a General Holiday.

For the convenience of the public, Messrs. Moutrie & Co. announce that their store will be open until 9 o'clock to-night, to-morrow and Wednesday.

Last week 349 rank and file, 2nd Bn. D.C.L.I., returned from Sun Wai Camp to headquarters, and 315 rank and file, and 28 followers, 6th Rajputs, returned from Taiipo Camp.

A new regulation made by the Officer Administering the Government prohibits dogs brought from Shanghai being landed in this Colony for a period of six months from the 27th December, 1913.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

LABOUR UNREST.

LABOUR CONFERENCE IN DUBLIN.

ENDED WITHOUT RESULT.

LONDON, December 21st.

The Labour Conference which was renewed in Dublin has broken up after three days without result.

There had been hopes of a settlement before Christmas, but the parties are still sharply divided on the question of the reinstatement of strikers.

STRIKE LEADER'S FINE.

DECISION UNFOLD.

LONDON, December 20th.

The Dublin Court of Appeal has confirmed the decision of the King's Bench Division in awarding £200 damages against Larkin and others for inducing the dock employees not to work.

LEEDS STRIKE ALMOST ENDED.

LONDON, December 20th.

Out of 4,993 municipal strikers at Leeds, 2,028 resumed work yesterday, and an arrangement has been made to replace the others. It is expected that all the departments will be working on Monday.

GLASGOW POSTAL EMPLOYEES ON STRIKE.

LONDON, December 20th.

Two hundred auxiliary postal employees at Glasgow came out on strike yesterday, demanding increased pay.

NO-TRADES UNIONISM.

WARNING TO METROPOLITAN POLICE.

LONDON, December 20th.

The Commissioner of the Metropolitan Police has warned the members of the force that membership of a Trades Union is contrary to regulations, and he has reprimanded the promoters of the scheme in relation to the force.

NEW ZEALAND LABOUR TROUBLE.

THE END OF THE STRIKE.

SYDNEY, December 20th.

Owing to the New Zealand Labour Federation declaring the strike at an end, the Australian embargo on New Zealand trade is withdrawn.

WELLINGTON, December 20th.

The strike is practically ended. The seamen have decided to resume work and the Coal Miners' Union is the only other important union still on strike, but it is expected to follow the lead of the others.

LATER.

The shipping offices are now besieged by seamen wanting ships. The applicants largely outnumber the berths vacant.

THE "SPLENDID PATRIOTISM" OF THE NEW ZEALANDERS.

At a meeting at Wellington held for the purpose of acknowledging the services of the special constables, the Attorney-General said he could not say what might have happened but for their splendid patriotism.

The Hon. Mr. F. W. Massey, the Prime Minister, warmly concurred, and said that nothing had ever impressed the Government more than the response of the citizens in town and country.

LABOUR UNIONS' LIABILITY.

IMPORTANT DECISION IN AMERICAN COURTS.

WASHINGTON, December 20th.

The Supreme Court has decided finally the long-pending suit brought by a firm of manufacturing hatters at Danbury, Connecticut, who sued for damages for boycott against the Hatters' Union. The decision of the Court establishes that Labour Unions are liable under the Anti-Trust Law as combinations in restraint of trade.

AUSTRALIAN ELECTIONS.

LABOUR PARTY IN THE MAJORITY.

SYDNEY, December 20th.

Of the five outstanding elections, the Labour party won two, the Liberals two and the Independents one. The Labour party have therefore an absolute majority of ten. The Government's success is largely due to Premier Holman's personality and energy. It is estimated that he travelled over two thousand miles and addressed over 70,000 electors.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SENSATIONAL GERMAN TRAGEDY.

COUNTESS AND NEPHEW SHOT DEAD BY COUNT.

POSEN, December 20th.

At Castle Dakosoyke, near Gractz, Count Mielzynski, a member of the Reichstag, hearing a noise in the night, thought that burglars had entered the castle. He secured a gun and went downstairs, and finding the Countess and his nephew in the former's bedroom, he shot them both dead. The Count then reported the affair to the Public Prosecutor and demanded an investigation.

THE ALSATIAN AFFAIR.

LIEUTENANT FORSTNER TO GO TO PRISON.

STRAZBURG, December 20th.

A Court-martial has sentenced Lieut. Forstner to 48 days' imprisonment for the assault on a cripple shoemaker during the recent trouble at Zabern, Alsace.

SENSATIONAL EVIDENCE.

A sensation has been caused by the evidence of Colonel Rauer given at the Forstner trial. The Colonel deposed that he warned the officers that if they failed to obey orders to act vigorously against the civilians they would be summoned before the Court of Honour. He instructed the non-commissioned officers and men to use their weapons if attacked to "bring down" their assailant. Colonel Rauer himself is waiting trial by court-martial.

GERMANY AND AVIATION.

BERLIN, December 20th.

Prince Henry, presiding over the National Aviation Fund Committee, announced that the contributions to the fund totalled £361,725, thus permitting the devotion of large sums for instruction, salaries to airmen, the establishment of a base, and prizes for competitions.

RUSSIAN IMPORT DUTY ON CEREALS.

INSTALLATION AGAINST GERMAN BOUNTIES.

ST. PETERSBURG, Dec. 21st.

The Minister of Commerce proposes an immediate import duty of 7d. per 30 lbs. on corn and all cereals in grain except rice, peas, and beans.

The Minister contends that the German export bounties are hindering the development of Russian agriculture.

THE INDIAN AGITATION IN SOUTH AFRICA.

STRIKING COMMENTS BY "THE TIMES."

LONDON, December 20th.

The Times has begun a series of articles headed "The Indian Peril," dwelling on the dangers threatening the security of British rule.

In a leading article discussing the general situation, The Times remarks that the excitement about the treatment of Indians in South Africa is more widespread and formidable than the combination of the younger combative Mohammedans with the Hindu National Congress, as it embraces all classes and communities and raises issues which in time will cause British Statesmen far more anxiety than all the bombs and plots of Indian anarchists.

The Times wishes that the Commission which Sir Louis Botha has very properly appointed had included men more widely known throughout the Empire. The stories of ill-treatment of Indians were unquestionably exaggerated, but they should be investigated by a Commission whose findings would be accepted by India without question.

M. DELCASSE.

LONDON, December 21st.

It is stated that M. Delcassé will retire from the Ambassadorship at St. Petersburg in January. He is expected to re-enter the Chamber just before the elections.

"LA GIOCONDA."

ROME, December 21st.

The famous picture "La Gioconda," which was recovered at Florence, has been brought to Rome and housed in the Ministry of Education, where it has been viewed by King Emmanuel and many notables.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

UNDAUNTED BRITISHERS.

THOUSANDS READY TO EXPLORE THE ANTARCTIC.

LONDON, December 20th.

Thousands of applications have been received to join the British Antarctic Expedition of 1914. In order to give the expedition an Imperial character, Australia and New Zealand have been invited to provide two geologists, South Africa a meteorologist, and Canada a physicist.

BRITISH NAVAL MISSION TO CHINA.

SHORTAGE OF OFFICERS CAUSES POSTPONEMENT.

LONDON, December 20th.

The British Naval Mission to China will not sail at present as Captain Christian, Director of the New Naval College to be established in Shanghai, has up to the present secured the services of only three naval officers, whereas six are required. It is improbable that the Mission will be completed till the beginning of the new year.

HOME RULE SEQUEL.

VOLUNTEERING INSTEAD OF FOOTBALL.

LONDON, December 20th.

The North of Ireland Rugby Football Club, at a crowded meeting held at Belfast, decided unanimously to cancel all the season's engagements in order to become members of and drill with the Ulster Volunteers.

UNITED STATES CURRENCY BILL PASSED.

SPEAKER CLARK REPLIES TO CRITICISMS.

WASHINGTON, December 20th.

Mr. Champ Clark, Speaker in the House of Representatives, left the chair last evening for the purpose of replying to various Republican members who had been predicting dire consequences from the Administration's Bills, especially the Currency Bill. He denounced his opponents as the greatest "calamity howlers" in the country, and said there seemed to be a conspiracy on their part to make people believe that business was going to the dogs.

WASHINGTON, December 21st.

The Senate has passed a Currency Bill very similar to that introduced in June, but with amendments designed to prevent the undue inflation of the currency predicted by Senator Lodge, Senator Root, and other prominent Republicans. The Bill provides for the increase of the gold reserve on which the currency is based, and also for a graduated tax on the issue of notes.

A Conference of the two Houses on the Bill follows.

THE MAP OF THE WORLD.

LONDON, December 20th.

The second International Congress for drawing up a map of the world, upon a scale of sixteen miles to the inch, closed yesterday in Paris. The map has now received practically permanent form.

VOLCANIC DISTURBANCE IN THE NEW HEBRIDES.

500 NATIVES PERISH.

SYDNEY, December 20th.

The steamer *Parique* has arrived here, bringing harrowing stories of the eruptions on Ambrym Island, New Hebrides. It is stated that 500 natives perished.

PARLIAMENT'S LONG HOLIDAY.

LONDON, December 20th.

Mr. Asquith was granted a second audience this week by His Majesty the King, who signed a proclamation for the reassembling of Parliament on February 10th.

THE BOMB EXPLOSION AT HOLLOWAY.

LONDON, December 20th.

The bomb explosion outside Holloway Gaol was the work of an amateur, and was merely intended to make a big noise.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE PORT OF LONDON LOAN.

LONDON, December 21st.

The underwriters take 75 per cent. of the Port of London loan.

[The loan was £1,000,000 at 4 per cent. at the price of 92.]

JACK JOHNSON IN PARIS.

SPECTATORS DEMAND RETURN OF MONEY.

PARIS, December 20th.

A ten rounds contest between Jack Johnson and Jim Johnson, which was described as the heavy-weight championship of the world, ended in a draw. The spectators became angered and demanded their money back, alleging that the fight was not a serious one.

Surgeons afterwards certified that Jack Johnson's left arm was broken.

THE IMPERIAL OBSEQUIES.

AN IMPOSING CEREMONY.

LIANGCHUANG, Dec. 16th.

On the occasion of the Imperial obsequies of the Emperor Kuang Hsu, the Empress Lung Yu and Pearl Concubine, the first sacrifices were offered on Friday morning by several hundred Chinese and Manchus, including Prince Lu, representing the Emperor Hsuan Tung, members of the Imperial Family, and delegates of the President and Vice-President.

At six o'clock on Saturday morning the funeral procession started from the Haikung to the tomb. It was of very great length, taking nearly two hours to pass a given point. First came huge paper images, followed by gongs. They came the Flag Corps, the Umbrella Corps, shaded incense tables, sedan chairs, several thousand soldiers and attendants, and lastly the three catafalques.

In the first of these were the remains of Kuang Hsu, the last reigning Chinese Emperor, whose death occurred on 11th November, 1908. The coffin was covered by a pall of yellow satin embroidered with dragons. Then came the remains of the Empress Lung Yu, whose death took place on February 22nd of this year. Lastly came the remains of Pearl Concubine, whose coffin was covered by a pall of reddish yellow and phoenix embroidered. Each of these was carried by 121 men of the Luan Yi Wei bodyguard. On their arrival before the tomb the coffins were placed in three temporary sheds. At eight o'clock the Imperial Consort Jen, who is chief of the Manchu Family, escorted by cavalry and high officials, left the Haikung for the tomb in a yellow chariot followed by the younger members of the Imperial Family in a bright red chariot and many carts containing high officials. On their arrival at the tomb sacrifices were offered and then the coffins in order of precedence were removed into the Tukung or tomb proper. The palls were removed and the gates of the Tukung closed and cemented.

Yuan Shih-kai's delegates at the ceremony were Liang Shih-yi, Liang Chi-chia, Chu Chi-chien, Yin Chang, Kun Yuan, Ma Lung-piao, Lu Chen-chang and Chao Ping-chun.—Reuter.

STEAMER "KUTWO" IN COLLISION.

STEAMER AND LIGHTERS DAMAGED.

The Indo-China steamer *Kutwo*, Captain Sandbach, while coming down the Yangtze from Hankow to Shanghai, came in collision with a couple of iron lighters loaded with iron ore in tow of the Hanyang Iron Works tow boat, to which company the lighters and one belonged. It was bright moonlight at the time, at 0.25 a.m., 11th inst., and the lighters were passing on the port side of the *Kutwo* about 200 yards distant, when the boats got into some chow chow water and one of the steering chains on one of the lighters carrying away, the lighters, which were lashed together and towing at the end of a sixty fathom tow line, took a big sheer to port and crashed into the *Kutwo*, making a hole in the steamer's forecastle on the port side, and tearing away about 50 feet of the steamer's guard fender while about 30 feet of the guard deck was damaged. A large number of iron struts, fender plates, stanchions, bulwarks, etc., were carried away, bent and twisted out of shape, but fortunately all the damage was done above the water line. The *Kutwo* was at once anchored and the extent of the damage ascertained, and it was found that the ship was tight and not making any water. The tow boat and lighters also anchored and the Chinese Captain of the tow boat visited Captain Sandbach and reported that the lighters had also suffered considerable damage. As soon as Captain Sandbach saw there was no danger to his ship he proceeded on his voyage down river and as soon as possible the damage will be repaired requiring about a week's time.

MARVELLOUS "WIRELESS" RECORD.

All previous triumphs of "wireless" have been eclipsed. A message sent from Port Darwin in Northern Australia, has been received and read distinctly at Lake Huron, Canada.—The total distance is 9,000 miles, of which 3,000 are over land. It does not appear that the message was sent deliberately to the Lake Huron station, and probably its transmission thither was a freak, caused by some unusually favourable condition of the atmosphere. That is one of the delights of "wireless." You may at any time find yourself talking to some quite unexpected quarter of the globe. We fancy the "previous best" was from Vigo to Bombay during the King's visit to India.—*Pall Mall Gazette*.

RANDOM REFLECTIONS.

No one has enjoyed *l'entente cordiale* week more than happy Jack. When all the ceremonial had been duly carried out the men who had fired the guns, and who stood rigidly at attention along the decks, came ashore and exchanged their own informal courtesies, and these if anything were more entertaining—they were at least amusing. The English and French sailors mingled in a manner which reflected the good feeling existing between the two countries. Though the most one Jack could say was *Vier l'entente cordiale*, with a pronunciation all his own, and the French sailor, "Cheer ho!" and "Happy days," with equally peculiar pronunciation, this limited knowledge of the languages did not interfere with their general gaiety. They had a real good time because their exchange of compliments was shorn of laboured formality.

The Bill regulating the practice of dentistry in the Colony, introduced in the Legislative Council last week, will cause qualified dentists and dentists to think better of the Government than they may have done heretofore. "One of the finest things which could happen," was the remark made to me by one of their number, "only with all reforms there is a weak point." He amplified this by pointing out that though the Bill was framed to prevent persons holding themselves out, or offering their services, "under any other misleading appellation or title which would indicate that he is licensed," it does not refer directly to the changing of names; chiefly by Asiatics who attend the molars of Europeans. This, he states, is one of the chief evils in the practice of dentistry in the Colony, and he instanced a case which went into Court a month or so ago as showing the results of this corrupt practice. Well, unsuspecting Europeans have a very sure remedy. If they enter a surgery, which, according to the sign, belongs to Dr. Tom Smith, and upon entering discover that it is really the torture chamber of an altogether different person, they can express any opinions which they may have on the subject, and walk out.

The monotony of labour strikes at home have been lately relieved by quite a novel though somewhat gruesome addition to the ranks. The grave-diggers of Leeds, no doubt sincerely of the opinion that the weekly amount paid to them for putting the finishing touches to humanity was an entirely inadequate reward for services rendered, threw down their picks and their shovels—both necessary weapons in their hamlet performances—and refused to continue to prepare their dread receptacles. And I understand that the situation was so unusual and ironic, that the good people of Leeds did not say with one voice, "These men must be forced to work." No, everyone was set wondering and thinking anything but happy thoughts.

Man, according to a lady correspondent named "Sue," is not only unfortunate enough to be a mere man, but—"He has lost his noble instinct, and his life is just one mass of rot. Honour with him is but a lust gift, and he is fast becoming a beast of prey." But for some reason or other the esteemed Editor of this paper is, according to "Sue," free from this stigma; unlike the rest of putrifying mankind, he sits in a sanctum of honour, revealing no signs of general masculine decay. And all I asked was, *in toto*, "Will the powder puff share the fate of the snuff-box?" Since reading "Sue's" strongly worded letter I have reflected, and my inward emotions have been stirred to an impenetrable depth. Masculine metaphysics have been my constant study, and my vision of things, I must confess, are not the same—or so sweeping—as "Sue's." On behalf of my sex I make bold to say that we are not all losing honour; we are not all dropping to pieces, "rotting," to be true to Sue's lament, and neither are we all beasts of prey. We may not all be ideal men, but surely, Sue, you are not serious when you accuse us of being all those horrid things, given with such violence and force in your communication?

But Sue, I forgive. You laboured under a dire delusion when you penned those horrifying words. My question was asked purely in the interests of knowledge. Morals, in a comparative sense, were not mentioned; general business and professional abilities were referred to, and the query was whether woman, the educated woman, is ignoring colourless matrimony for business pursuits, in which she hopes to compete with man with financial success. In fact, is a new era of "brassy" woman springing up which will make business competition even more keen, with the obvious result, a corresponding "fall" in the marriage market. The subject cannot be adequately dealt with in note form and therefore I promise Sue a special article on the subject, giving quotations from the booklet referred to, within a few days. But mind you, Sue, I claim to be a man of honour, not a beast of prey, and also free from general decay. Meanwhile it would be interesting to learn whether Sue is a matrimonial martyr or one of the "new era" ladies. I am suspicious.

RODERICK RANDOM.

CORRESPONDENCE.

THE HOUSING PROBLEM.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Hongkong, 18th December.

SIR,—I have read with interest your comments on the housing problem in Hongkong, and it has occurred to me that the difficulty, while it cannot be removed, may at any rate be lessened, by the adoption of one of these plans of co-partnership which have been efficacious in the Old Country. A number of the housing plans of England are hardly serviceable in the circumstances which prevail in Hongkong, but some of them are. The system of the Lasing Estates, Ltd., seems one of the latter. A number of persons arrange to purchase shares to the extent of, say, \$500 or \$1,000 each. These shares may be paid for in single amounts, or by a series of payments, in which case interest would be charged on the unpaid balances. When enough has been raised in this way, a block of land is purchased capable of subdivision into the requisite number of building lots. The land is thus obtained at wholesale rates. Money is then borrowed to begin building, and as a number of houses are included in the contract with the builder, better terms can be made than an individual erecting his own house can obtain. The advantage of wholesale terms are again secured for the tenants. When the houses are built they are rented to the members at a fair average rental for the class of house in the neighbourhood. At the end of each year, the balance between the aggregate rents on the one hand and, interest charges, etc., on the other is declared as a *pro rata* dividend on the shares. The dividends are paid in new shares, not in cash. It will be seen that the individual members do not purchase outright, but only acquire a partnership in the whole concern. Each has an interest in the well-being of the whole estate, and the knowledge of this leads to the neatness and appearance of the different homes being maintained. A pleasure and pride is taken in the good repute of the estate. Each house is tenanted by a member as long as he wishes to remain, subject, of course, to the due fulfilment of the obligation. If he leaves the neighbourhood, he simply takes his shares with him, continues to receive his dividends and the house is let by the management to another tenant. The shares if wished can be sold, as they form a good non-hazardous investment. For enterprises of this kind, money can be borrowed on favourable terms in England. —Yours truly,

WM. R. DOVEY.

THE RETURN OF H.E. THE GOVERNOR.

H.E. the Governor (Sir Henry May), who is traveling out by the Siberian route, is expected to reach Hongkong next Saturday.

Lady May and the Misses May are coming out on the P. & O. str. *Nyssa*, which left London on November 29th and is due to arrive here on January 10th.

GERMAN ADMIRAL'S OFFICIAL LANDING.

The Commander-in-Chief of the German Naval Squadron in China, Admiral Von Spee, was accorded an official reception on landing at Blake Pier on Saturday morning. A guard of honour, composed of a detachment of non-commissioned officers and men of the D.C.L.I., was drawn up near the Comaught Statue, and His Excellency was received by Captain Connolly, A.D.C. to H.E. the Officer Administering the Government, and Major R. S. Stewart, representing Major-General Kelly, the Officer Commanding H.M.'s Forces in South China. The distinguished visitor was escorted to Government House, where he was welcomed by H.E. Mr. Claud Severn, who subsequently returned the visit on board the S.M.S. *Scharnhorst*.

FIRING SALUTES AT CHINESE PORTS.

Mr. Alston, Chargé d'Affaires of the British Legation, took up the matter of firing salute guns with the Ministry of Foreign Affairs during the early part of November last. Mr. Alston asked which were the ports where salute guns should be fired and replied to. The Ministry of the Navy was requested to consider this matter. It has now decided that salute guns should be fired at the following fourteen places:—Taku in Chihli, Chefoo in Shantung, Wocung in Kiangsu, Chenghai in Chekiang, Santiao in Fukien, Makiang in Fukien, Amoy in Fukien, Swatow in Kwangtung, Honam in Kwangtung, Peihai in Kwangtung, Nanking in Kiangsu, Anking in Anhui, Kiukiang in Kiangsi, Wuchang in Hupeh.

When new naval harbours are opened, more names will be added to the list. As the equipment of the various forts is irregular, beginning on January 1st, 1914, until further notice, all the salute guns will be replied to by the warships, and not by the forts.—*Peking Daily News*.

SUPREME COURT.

Saturday, December 20th.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR Wm. RESS DAVIES, K.C.).

A SOLICITOR'S LOCUS STANDI.

In the matter of the bankruptcy of Ko Wan Fong, Mr. R. A. Harding, who appeared for the petitioning creditor, asked for a receiving order.

Mr. Leo D'Almada, who represented a number of creditors, said the debts were placed at \$45,000 and he was instructed to apply for an adjournment for the filing of certain affidavits.

Mr. Harding:—I submit my friend has no *locus standi*. I am the petitioning creditor, and he cannot appear on my petition.

Mr. D'Almada:—My clients have reason to believe that there are no substantial assets for division amongst the creditors, and the debtor has done certain acts which, if brought before the notice of the Court, would prevent a receiving order being made.

Mr. Harding:—My friend has no *locus standi*.

The Official Receiver (Mr. H. A. Nesbit):—I as official Receiver ask for an adjournment in this case. I understand it has been the practice of the Court to hear solicitors on an application of this kind.

His Lordship:—What is your position?

The Official Receiver:—I want an adjournment in order to give me time to ascertain whether there are substantial assets.

Mr. Harding:—I submit the Official Receiver is not entitled to say anything because he is not yet in this case. I am the petitioning creditor, and if I show in my statement sufficient grounds I submit that an order should be made. Neither a creditor nor the Official Receiver has any right to be heard.

His Lordship:—How is the Court to ascertain whether there are substantial assets to justify a receiving order?

Mr. Harding:—On the affidavit made by the petitioning creditor.

His Lordship:—Where is there an allegation of assets in your petition?

Mr. Harding read the additional affidavit filed, and submitted on that he was entitled to receiving order.

His Lordship:—It is perfectly easy for you to satisfy the Official Receiver as to the accuracy or approximate accuracy of the statements in that affidavit.

Mr. Harding:—I submit, with all due deference, that it is not my duty. The Official Receiver is representing other creditors, and probably does not want a receiving order made on my petition.

His Lordship:—Surely there is nothing unreasonable in granting an adjournment to enable him to verify your affidavit?

Mr. Harding:—If the Official Receiver is going to object, he should be prepared with evidence.

After further argument the hearing of the petition was adjourned.

CHRISTMAS CRICKET.

UNITED SERVICES V. HONGKONG.

The following team will represent the United Services v. Hongkong Cricket Club on Xmas Day and Boxing Day:—

Capt. Powell, R.N. Rev. Hastings, R.N. Lieut. Hutton, R.M.L.I., Sub-Lieut. Ferguson, R.N. Mid. Stewart, R.N. Major Bowen, A.F.D. Capt. Robertson, A.O.D., Capt. Matthews, R.G.A. Lieut. Bagnall, R.G.A., Lieut. Pym, R.G.A. Capt. White, 18th Regt.

The Officers of the Garrison will be "At Home" on the Cricket Ground on Xmas Day and the Commander-in-Chief and Officers of the Navy will be "At Home" on Boxing Day from 3.30 to 5.30 when the band of H.M.S. *Minotaur* will be in attendance.

ORIGIN OF THE CHINESE.

A theory as to the origin of the Chinese was suggested by Mr. P. S. P. Handcock, who delivered the third of his course of lectures at the British Museum on 8th November.

After a few remarks on the rise of the Assyrian Empire the lecturer emphasised the fact that the whole of her civilisation was derived from the Babylonians, the originators of whose culture were the Sumerians, of non-Semitic stock. The racial affinities of the Sumerians was one of the many unsolved problems of Assyriology. Dr. C. L. Ball many years ago called attention to the similarity between some of the Sumerian and Chinese roots and hieroglyphs, but as he was the only Assyriologist who had a knowledge of Chinese as well as Sumerian, his theory has not been received with much enthusiasm. However, in his new work he was adducing an overwhelming amount of evidence in support of an ultimate racial connection between the ancient Sumerian and the Chinese. The instances in which not only were the words almost identical, but also the hieroglyphs denoting these words, were so numerous that it would appear to be impossible to explain them by the most elastic theory of coincidences.

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TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.

LOCAL SPORT.

LEAGUE CRICKET.

HONGKONG V. CRAIGENOWER.

The Hongkong Club narrowly won a very poor exhibition in this match on Saturday, on the Club ground, the scores being:—

HONGKONG.				
T. E. Pearce, run out	6			
A. C. E. Elborough, c Hancock	6			
Taylor	0			
S. S. Moore, c and b Taylor	0			
R. Kennedy, c Bragg, b Hancock	6			
C. C. Clarke, c Lane, b Hancock	8			
A. L. Gace, b Hancock	1			
Dr. G. E. Aubrey, c Carvalho	1			
Taylor	1			
R. P. Thurstield, c Hancock	6			
Taylor	8			
F. K. Brownrigg, b Hancock	0			
D. E. Donnelly, run out	9			
P. H. Cobb, not out	0			
Extras	10			
Total	51			

Bowling Analysis.				
	O.	M.	R.	W.
H. H. Taylor	9	0	12	4
G. H. Hancock	9	0	34	4
CRAIGENOWER.				
E. L. Braga, b Cobb	0			
R. Poston, b Donnelly	5			
R. A. Carvalho, b Donnelly	10			
H. H. Taylor, c and b Cobb	2			
R. Bass, c Donnelly, b Cobb	1			
F. K. Tata, c Moore, b Donnelly	1			
L. A. Rose, c Kennedy, b Donnelly	0			
G. A. Hancock, l.b.w., b Cobb	7			
J. D. Noria, not out	5			
G. E. Lane, b Donnelly	10			
J. Davierwalla, c Elborough, b Donnelly	2			
Extras	2			
Total	49			

Bowling Analysis.				
	O.	M.	R.	W.
Donnelly	9	1	12	5
Cobb	8	1	35	5

KOWLOON C.C. V. THE NAVY.

This First League match was played at King's Park on Saturday. Scores:—

KOWLOON.				
L. M. White, c Egerton, b Hutton	2			
F. J. de Rome, c Smadley, b Hastings	2			
B. D. Evans, c Egerton, b Hutton	7			
Capt. Liddell, c Windsor, b Hastings	7			
D. J. Mackenzie, c Stewart, b Hutton	6			
W. L. Weaver, st. Egerton, b Buxton	40			
K. R. Macaskill, not out	68			
J. P. Robinson, not out	47			
H. Mead, c Ferguson, b Hastings	4			
P. R. Wolf, c Orchard, b Hutton	9			
W. Kay did not bat.	0			
Extras	0			
Total	162			

Bowling Analysis.				
	O.	M.	R.	W.
Rev. Hastings	11	0	46	3
Mid. Hutton	12	2	46	4
Sub-Lieut. Ferguson	2	0	13	0
St. Pur. Pearson	7	0	37	0
Lieut. Buxton	2	0	20	1

THE NAVY.				
Mid. Stewart, b Kay	1			
Lieut. Hutton, c P. R. Wolf, b Macaskill	2			
Sub-Lieut. Ferguson, c Mead, b Kay	0			
Sub-Lieut. Ferris, b Kay	4			
Lieut. Buxton, b Macaskill	1			
Fleet Payr. Pearson, b Kay	1			
Rev. Hastings, c Mead, b Kay	5			
Sub-Lieut. Smadley, b Kay	4			
Lieut. Egerton, b Kay	4			
Eng-Lieut. Orchard, not out	1			
C.P.O. Windsor, c Weaver, b Macaskill	1			
Extras	4			
Total	24			

Bowling Analysis.				
	O.	M.	R.	W.
K. R. Macaskill	9.5	2	9	3
W. Kay	9	3	14	7

POLICE V. CIVIL SERVICE II.

Played at Happy Valley on Saturday

CIVIL SERVICE.				
Davison, c King, b Alexander	4			
Teechi, c Alexander, b King	4			
Mackay, b King	16			
Sera, b King	6			
Higginbotham, b King	6			
Will not bat.	0			
Wood, c King, b King	0			
Ling, b Kent	0			
Bradbury, b King	0			
Edwards, c McLennan, b King	2			
Haskell, c Pitt, b King	2			
Extras	8			
Total	39			

Bowling Analysis.				
	O.	M.	R.	W.
King	8	2	22	6
Alexander	5	0	10	1
Kent	2	0	4	3

POLICE.				
K. McLennan, b Edmonds	22			
E. Goucher, c Bradbury, b Edmonds	11			
A. Grimmit, l.b.w., b Ling	8			
E. Booker, not out	9			
D. Burlingham, W. Kent, A. Clark,	9			
W. Pitt, E. Vincent, A. Alexander,	4			
T. H. King, did not bat.	4			
Extras	4			
Total	54			

Bowling Analysis.				
	O.	M.	R.	W.
Ling	5.2	0	23	1
Edmonds	5	0	22	2

THE NIPPON YUSEN KAISHA.

GENERAL MEETING.

SPEECH BY BARON KONDO.

Baron Kondo, President of the Nippon Yusen Kaisha, presided at the general meeting to receive the report and accounts for the half-year ending September 30th last, held recently. Speaking on the condition of the Company's services and the prospects of the marine transport business, Baron Kondo (according to the *Japan Chronicle's* translation) said that business had continued active since the period before last, and the results of the working of the various services of the Company for the period under review were fairly satisfactory.

The coasting trade was very active, as much as 400,000 tons of cargo being shipped; such activity has not been experienced for many years. The disturbance between the South and North in China checked the shipment of cargo on the services in the China Seas, but after the restoration of order the shipments showed a rapid increase, and the Company had to employ ten extra steamers in addition to the regular boats. Some improvement was shown in the Vladivostok service. The European service continued to increase in activity on every voyage. The American service remained dull in consequence of the decrease in the shipment of tea, and also on account of the revision of the American tariff and the decrease of shipments of flour. Little or no improvement was shown in the Australian service. The Bombay service was affected by the competition on the Calcutta line. There was some difference in the result of the working of all the lines, but speaking generally, all the lines had earned a pretty good profit.

PRESIDENT CONDITION OF MARINE TRANSPORT BUSINESS.

According to past experience marine transport business was alternately active and depressed, as economic conditions changed. It may now have reached the zenith of its prosperity and about to decline. The curtailment of State works as a result of the administrative reforms affected the coasting trade. The appreciation of the market value of commodities has been remarkable of late, more especially in coal, which has risen by 22 per ton. During the year 63 steamers have been imported. Of this number about 40, of an aggregate of about 140,000 tons, were registered at Dairen. There was some apprehension of an over-supply of steamers being experienced.

Business prospects.

The prospects of marine transport business, however, were not discouraging. Steamers are the necessary machinery for connecting country with country, and the more civilisation progresses and the nation advances, the greater will be the demand for their services. When the Panama Canal is opened, the United States, Mexico, Africa, China and India will be more closely connected, and this would lead to a marked increase in the demand for steamers. Speaking generally, marine transport business may be expected to increase in prosperity in future.

POSITION OF THE NIPPON YUSEN KAISHA.

The steamship companies of England, which is the foremost shipping country, are all taking measures to keep pace with the general advance by increasing their capital or issuing debentures, said Baron Kondo. The German steamship companies, especially the Hamburg-America Line, which made themselves the rivals of British shipping, were also rapidly developing. The Hamburg-America Line was established in 1866, when its fleet numbered not more than 22 steamers, with an aggregate of 60,000 tons. Its fleet now amounted to 250 steamers with a total tonnage of 1,500,000, and its capital amounted to ¥87,000,000. The Nippon Yusen Kaisha was formed 25 years ago with a fleet of 38 steamers with a tonnage of not more than 68,000. Now the fleet had increased to 52 steamers totalling 340,000 tons. Upon the completion of the steamers now being built, the fleet would be increased to 90 totalling 430,000 tons. The Company's fleet was inferior to that of the Hamburg-America Line, but in respect of the development in the past 27 or 28 years the Company was not behindhand.

PROFIT AND LOSS ACCOUNT.

The gross profits of the Company for the period amounted to ¥5,149,040. Of this sum, ¥1,023,085 was written off for depreciation of the fleet and property, ¥617,280 for insurance, and ¥623,773 for ships' structural repair fund, leaving a balance of ¥3,885,782 and including ¥891,591 brought over from last account. The balance has been disposed of as follows:

Reserve fund	¥ 144,244
Reserve for the fund for extension of services and improvement of the fleet	700,000
Reserve for the fund for construction and repair of buildings	500,000
Special reserve fund	300,000
Directors and Auditors' fees	79,555
Dividend, 10 per cent. per annum	1,100,000
Carried forward	548,989

MARVELLOUS NEW GUN.

AIR-COOLED BARREL AND 800 ROUNDS A MINUTE.

A very light automatic machine-gun that can fire 800 rounds a minute, looks little larger than an ordinary rifle, and would obviously be useful in aerial warfare, was on view at Bisley recently. The Birmingham Small Arms Company are the manufacturers.

The gun has an outer jacket covering the barrel, as with the Maxim gun. Each bullet as it passes from the muzzle draws a current of air through the jacket, and so keeps the barrel cool, while the action of the feed, the discharge and the ejection of the empty cartridge-cases is quite automatic.

During an aeroplane flight Lieutenant Stellingwerf, of the Belgian Army, made some remarkable practice. Flying over the ranges and firing at white sheets about 20ft. square spread on the ground, the gunner got eleven hits out of fourteen shots at 600ft., and almost as many at 1,000ft. Some astonishing target practice was also achieved from a tripod mounting, even by officers who had never seen the gun before.



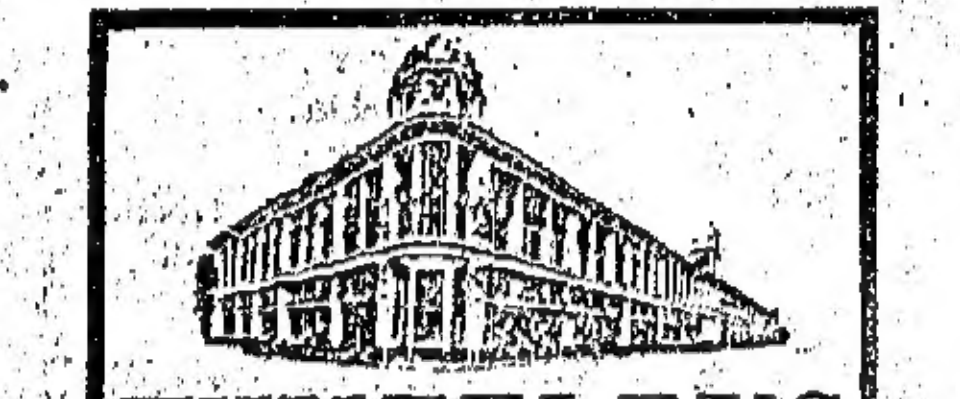
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FOOTBALL.

HONGKONG LEAGUE DIVISION I.
HONGKONG CLUB v. H.M.S. "TAMAR."

The ropes were well lined on Saturday
when the Tamar representatives sallied
forth to do battle with the pick of Hong-
kong civilian footballers. Mr. Frank
Wright held the whistle and the teams
spread themselves out as follows:—

The Club. — Cope; Hamilton and
Stalker; Long, Rigden and Brown; N.
Kaiton, Briggs, Edgecombe, Golden-
berg and Wilkie.
H. M. S. "TAMAR." — Heitzmann;
Clements and McNiece; Ware, Adams,
and Baird; Jones, Nichols, Rawlings,
Frost and Smith.

Following a smart run by the Club left
wing, the navy men took up the attack.
The ball was smashed about in front of
goal, Smith, Frost, Nichols and Adams
all heaving to. Finally it was sent to
within a couple of yards of Cope, who
prepared to clear. Brown was, however,
in readiness to do the work for him; he
lifted his foot for a mighty "first timer"
and he scored a glorious goal for his
opponents! Cope had no earthly chance
of stopping it, and it must be left to the
imagination what the Lilywhites thought
and said of their comrade's misdirected
energy. It was cruel luck, and it settled
the game. No more goals were recorded
for either side all through, even although
some funny Naval men around the lower
end, tired of calling upon their own for-
wards for a goal, implored Brown to
"do it again, old pal, just for sport."

This bad luck took it out of the Club
for a moment, but they were too
used to being in arrears to be

broken-hearted. A searching pass came
from outside left straight to young
Raiton within a yard of goal; he
hesitated a fraction of an instant and
Heitzmann got away triumphant with the
sphere. A minute later the same forward
again miskicked badly and a chorus of
"Oh's" went round. There is no gain-
saying the fact that if he and Briggs,
the right wingers, had been a quarter as
good as their confederates on the left the
Club would have won handsomely. The
last-named player, in particular, seemed
unhappy all through; everything went
wrong for him; "off-side" stopped him
sometimes, and passes went just near
enough to him to get lost. Dozens of
times Stalker and Hamilton were called
upon, and many a merry dust-up did
A.J.S. have with Jones and Nichols,
generally getting the better of them, too.
"Hammy" showed how resourceful he is,
kicking and heading and kneeling, every-
how and anyhow. He is a great power
in defence, even if his kicks do not cover
quite so much ground as in the past.
Half-time came with Tamar leading by
the one goal to nil.

The second half was, on the whole,
uneventful. It was goalless, but both
Cope and Heitzmann had their time fully
occupied. I spoke last week about Cope's
frail goal-kicks and can emphasise my
remarks now. On more than one occasion
the ball barely went twenty yards; once
in particular it only travelled the twelve
yards to the penalty area boundary.
Frost gathered it up and shot just wide.
Soon some club will get a soft goal, as
a result of this business and then Stalker
will take the free kicks or else pass the
ball back for Cope to punt. Why not do
it at once? Smith was hurt in a collision
with Long, but soon recovered after
attention. There was a period in the
second half when the Club seemed
certain to score and when the sailors were
very anxious. "Mac" at back put in
all he knew. About a dozen times he
and his halves got the ball to the half-way
line and Long and Rigden returned it
with interest. Goldenberg had hard lines
twice from close in and Brown had some
desperate tries to shoot again into the
same net as he had in the opening half.
But it all came to naught. The sailors'
defence was too good, and before the
last, Nichols, Frost, and company were
attacking at the other end as strongly
as ever.

Finally the "lights out" signal went
with the game well in midfield and with
the Club rather unlucky losers. Score:
H.M.S. Tamar, 1 goal; H.K.F.C., nil.

U.S. LEAGUE DIVISION II.
H.M.S. "TAMAR" RESERVES, 1; HONGKONG
POLICE, 0.

The sailors gained both points in this
match by good combined play. Their
rivals were anticipated winners, but failed
to come up to their recent winning form.
Adams notched the goal which won the
game for his side by a fine individual
effort.

88 CO. R.O.A., 1; R.E. RESERVES, 1.
88th COMPANY.—Allan; Pallant and
Cable; Buckland, Edgar and Stanley;
Draper, Corbin, Watson, Swann and
Faulkner.

R.E. RESERVES.—Wilkinson; Tucker
and Hill; Brennan, Smith and Thomp-
son; Downs, Pearce, Heriot, Richards
and Saunders.

Both sides tried new men for this
anxiously awaited match, but reputations
were not improved by the display. More
feeling was shown than was necessary, but
the game did not become actually rough.
The first half was the better to watch, but
no goals were scored. Afterwards Downs
netted for the Engineers, and ten minutes
later, the gunners equalised. The result
of a draw was a fair one, and the rivalry
between the sides is greatly increased.

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HONGKONG LEAGUE DIVISION II.

MOSELEMS, 3; B.O.C., 0.

The Moslems held the upper hand from
beginning to end of this game, although
they were fielding some reserve men.
This was balanced, however, by the Boys
Own playing one short. Jacob scored
No. 1 for the swarthy ones, and then
Gashar Khan got a second from a penalty
given for "hands." This was the scoring
at the interval. Afterwards M. Dyer
ran through and got a third for them,
and they continued to press to the end.

ARMY v. NAVY.—TRIAL MATCH.

The Navy have shipped together two
very strong sides for a trial match which
will be played at the Valley this after-
noon. The arrival of the four new
destroyers and the big ships has given the
selectors a much wider scope for their
labours, and at least three of the positions
will be very difficult to apportion, so well-
matched are the candidates. One thing
is certain: the Boxing Day match will
not be the walk-over for the Army
anticipated in some quarters; whether
the military will win at all is rather the
debated point among those who know.

RUGBY.

TWO OVER-ANXIOUS TEAMS.

Both the Club and the Navy were
so anxious to win the match on Saturday
that good Rugby was infrequent, exciting
bustle was predominant, and in the end
neither had won. This invariably
happens when old rivals meet, and as
one expected just a hard, gruelling
struggle, with the fine arts of the game
at a discount, there was no disappoint-
ment. Those who appreciate a good hard
game, chiefly fought out among some
bulky forwards, must have been in the
seventh heaven when watching this
challenge cup contest, for, with just a
few asides of three-quarter work, the
match resolved itself into a battle of
forwards—and that is why the Club
should have just won.

Possessing more all round avoirdupois
than the Navy team, they got the ball
eight times out of ten in the scrums, and
the scrum half generally managed to beat
a man and work an opening before he
parried—when this was possible. Yet, on
account of non-arrivals the three-quarters
line had to be patched up and as a
consequence a round of passing, which

commenced in a promising manner, broke
down, after two men had handled, in a
most aggravating way. The best bit of
passing by the Club's middle line resulted
in their solitary try. The movement
developed from the base of the scrum, the
ball was passed right along the line, and
Kempthorne ran over with the ball near
the corner. Linton, experienced the
hardest of luck in not adding two points,
the ball striking the far post. Several
times when one expected similar things
to happen, minor infringements, the
result of inexperience in a certain "posi-
tion," would nip things in the bud. Rouse,
along with Claxton, made several valiant
endeavours to cover up other people's
errors by over-work which at times seemed
likely to come off, but before the end both
had found the strain almost too much.
Thus, when the Navy obviously tired the
Club could not muster up enough stamina
for a breakaway, when a full-hearted
rush would have secured a win. But the
reshuffling of the team which had to be
done before the match did not make for
strength.

The Navy forwards seemed to be of the
opinion that their three-quarters were
good enough to win the match, and if
Fawcett had been free from injuries they
might have proved really dangerous. He
was afraid of a damaged wrist. Had he
not been so, the Navy would have opened
the scoring in the first few minutes,
instead of equalising in the second half.
Fawcett intercepted a pass at top-speed,
and went straight for the line. There was
only the full-back ahead, but when
opposed, Fawcett, instead of swerving
inwards, and away from him, as he could
have done, would not risk a tackle. He
punted over the full-back's head, pulled
up sharply, and the ball was touched
down by a Club forward.

The try with which Fawcett made a draw
of the game was quite good. Clever
initiative work by Colpart resulted in
the ball reaching Fawcett when he was
sprinting. He swerved towards the line,
and though several burly arms handled
him he managed to wriggle free and cover
the ball. The kick fell short.

It should be said that the Navy ought to
have won the game in the last minute
when a scrum almost on the Club line
left an opportunity for a "sitting" try.
However, so many opportunities were
wasted by both teams that the dividing of
points was adequate compensation. The
play was always enjoyable because it was

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SWISS BANKERIEIN.

The Bank transacts every description of
Banking and Exchange business, receives
money on Current Account and on Fixed
Deposit at rates which may be ascertained
on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 3rd October, 1913.

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund... £1,700,000
Reserve Liability of Proprietors £1,200,000

**FOREIGN EXCHANGE and General
Banking business transacted.**

CURRENT ACCOUNTS opened and
FIXED DEPOSIT received for 1 year or
shorter periods at rates which will be quoted
on application.

A. S. HEWITT,
Acting Manager
Hongkong, 14th April, 1913.

**THE
YOKOHAMA SPECIE BANK,
LIMITED.**

Authorised Capital... Yen 45,000,000
Paid-up Capital... " 30,000,000
Reserve Fund... " 18,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Authorised Capital... Yen 45,000,000
Paid-up Capital... " 30,000,000
Reserve Fund... " 18,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
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Reserve Fund... " 18,500,000

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Reserve Fund... " 18,500,000

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Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

BANKS

**INTERNATIONAL BANKING
CORPORATION.**

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000
equal \$1,480,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum or for
shorter periods, at rates which may
be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.
MAIL AND TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT and DRAFTS
granted on all the principal cities
in the World.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
World.

COMMERCIAL LETTERS OF CREDIT
issued.

PURCHASE and SALE of Stocks and
Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)

Capital... Yen 10,000,000
Capital Subscribed (paid up)... 8,250,000
Reserve Fund... 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Authorised Capital... Yen 10,000,000
Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Authorised Capital... Yen 10,000,000
Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Authorised Capital... Yen 10,000,000
Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Authorised Capital... Yen 10,000,000
Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Authorised Capital... Yen 10,000,000
Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

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Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

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Authorised Capital... Yen 10,000,000
Paid-up Capital... " 8,250,000
Reserve Fund... " 2,620,000

THE FREIGHT MARKET.

Messrs. Lamko & Hodge, ship and freight brokers of Hongkong, in their circular dated the 20th inst. state:—

When commenting on the market in our last circular, freighters were dull all round, particularly from Bangkok, especially affecting Chinese timecharterers, and we expressed the hope that for the benefit of all concerned, we might see a little more activity, even if but for short duration. This has, however, not been realized, on the contrary the last fortnight has witnessed almost a panic among many Chinese timecharterers, who owing to the stoppage of the Chinese-Siam and other banks and the consequent closing down of quite a number of rice-mills at Bangkok, have experienced considerable difficulty in meeting their obligations. One big local Chinese bank, closely connected with the rice-mills and timecharterers, has failed and some vessels, still employed on the Bangkok run, are expected to be thrown on the market ere long. With the present light demand for tonnage, the outlook for the next month or probably till after Chinese New Year, which falls due on the 26th of January, cannot be said to be at all promising.

The North reports that conditions are unchanged, but, if anything, the market has a downward tendency.

Siam-Hongkong.—Only a few fixtures have come to pass on basis of 8-14 cents per picul, and with a declining rice-market here as well as in Japan chartering operations are at a standstill for the moment. Siam reports that the old stock is now nearly exhausted, and that new grain is only arriving in very small parcels. The new crop, although undoubtedly very abundant, is later than anticipated, and regular supplies are not looked for before middle of January. Rice exports from Siam this season amount to total 1,098,700 tons as compared with 928,851 tons during the same period last year. Quotations stand for January-February shipment 84 per cent against 85.15 for corresponding period last year. It is estimated that the quantity available for export next year will approximate 1,200,000 tons.

Siam-Philippines.—A solitary fixture has somewhat unexpectedly come to pass on basis of 34.37 to 1 option 2 ports discharge. Up to a month ago the rice-crop prospects in the Philippines looked extremely bright. Since then, however, little rain has fallen and the continued drought at this critical time when the rice is entering its final stage of growth has seriously affected the crops and in some sections not more than one-half of the normal crop is expected. Locals have also of late played havoc in some districts, swarms in many provinces, particularly in those North of Manila, and have done great damage to the growing crop. Taking it on a whole it is estimated probably that the new crop will be something like 30 per cent. short of last year.

Siam-Java and Outward.—Tonnage offering both ways for second half December is going forward is readily accepted at 27½ cents per picul for loading inside, 15½ cents from outside the bar. Owing to the failure of several rice-mills, as already reported, and the declining local rice market business is at a deadlock for the present.

To carry sail from Hongkong Bay to Hongkong and Macao a small steamer was secured for further 3 trips at 83 per cent.

DAILY-CANAL.—After the closing of Newchwang, regular liners have been chartered for fortnightly at 35-35 cents per picul, according to quantity offered.

TIMECHARTERS.—The Norwegian steamer *Kjell*, 910 tons net reg., has been rechartered for Hongkong run for about one month on basis of \$250 per day, 12 months (extension) at \$11,000 per month for Mexico trade, and British steamer *Manawg*, 1,644 tons net reg., for a round trip hence to Australia and back on private terms.

Coal freights from Japan to this have been very quiet, owing to low stocks in Japan and scarcity of tonnage offering in demand at the enhanced rates paid lately. Fixtures reported.—Moji-Hongkong \$2.25, Hongkong-Canton \$2.10, and Port Court-Swato \$2.30 per ton.

Phanaphu, British str., 1,065 net reg., Saigon to Hongkong, 16 cents per picul.

Laodai Scheff, German str., 1,012 net reg., Saigon to Hongkong, 14 cents per picul.

Tetmashas, British str., 1,340 net reg., Saigon to Hongkong, 14 cents per picul.

Larites, British str., 1,340 net reg., Saigon to Hongkong, 14 cents per picul.

Holton, British str., 890 net reg., Saigon to 1 port P.I., 34-37 cents per picul.

Tanani, British str., 919 net reg., Palay and Chiofo-Canton (part cargo), 35-35 cents per picul.

Kingsing, British str., 1,223 net reg., Dalny and Chiofo-Canton (part cargo), 35-35 cents per picul.

Georgy, Russian str., 777 net reg., Hanke, Bay-Hongkong and Macao (salt 3 trips), 83 per cent.

Kjell, Norwegian str., 910 net reg., Timecharter 1 month (recharter), \$250 per day.

Morie, German str., 1,169 net reg., Timecharter 12 c (Mexico trade), \$11,000 per month.

Mewang, British str., 1,644 net reg., Hongkong-Geranton-Fremantle-Hongkong, private terms.

Mexico City, British str., Moji to Hongkong, \$2 per ton.

Laisang, British str., 2,225 net reg., Moji to Hongkong, \$2.40 net reg.

Chosen Maru, Japanese str., 1,870 net reg., Moji to Hongkong, \$2.15 net reg.

Europa Maru, Japanese str., 1,653 net reg., Moji to Hongkong, \$2.20 net reg.

Penning, British str., 1,433 net reg., Hongkong-Canton, \$2.10 net reg.

Cranston, British str., 1,418 net reg., Hongkong-Swato, \$2.10 net reg.

C.N. Co.'s British steamer, Port Courtbet to Swato, \$2.30 net reg.

SHIPPING REPORTS.

The Chinese str. *Taichan* reports: Strong northerly winds.

The British str. *Kandahar* reports: Strong monsoon from Lat. 10deg. N.

The British str. *Perseus* reports: Fresh to strong monsoon and moderate sea.

The British str. *Taming* reports: Strong monsoon and high sea.

The British str. *Kalgan* reports: Strong northerly and N.E. winds accompanied with high sea, dull, cloudy weather throughout.

HONGKONG'S TRADE.

Below will be found statistics and general information regarding the trade of the Colony during the past fortnight.

EXPORTS.

The exports during the interval to Shanghai, the East Coast ports, Macao, Canton and the West Coast, along with local consumption were 50 Patna, 21 Benares and 100 Malwa. Stocks on 18th December were 1,281 Patna, 557 Benares, 2,054 Malwa and 650 Persian and Turkish. In un-certified Bengal opium the exportations have been 30 Patna and 15 of Benares. Moderate business has been transacted in the Bengal market principally in very old Patna and New Benares. Quotations close as follows:—Old Patna New \$5.85, Old \$5.70, Old \$5.65, Old \$5.60, Old \$5.55, Old \$5.50, Old \$5.45, Old \$5.40, Old \$5.35, Old \$5.30, Old \$5.25, Old \$5.20, Old \$5.15, Old \$5.10, Old \$5.05, Old \$5.00, Old \$4.95, Old \$4.90, Old \$4.85, Old \$4.80, Old \$4.75, Old \$4.70, Old \$4.65, Old \$4.60, Old \$4.55, Old \$4.50, Old \$4.45, Old \$4.40, Old \$4.35, Old \$4.30, Old \$4.25, Old \$4.20, Old \$4.15, Old \$4.10, Old \$4.05, Old \$4.00, Old \$3.95, Old \$3.90, Old \$3.85, Old \$3.80, Old \$3.75, Old \$3.70, Old \$3.65, Old \$3.60, Old \$3.55, Old \$3.50, Old \$3.45, Old \$3.40, Old \$3.35, Old \$3.30, Old \$3.25, Old \$3.20, Old \$3.15, Old \$3.10, Old \$3.05, Old \$3.00, Old \$2.95, Old \$2.90, Old \$2.85, Old \$2.80, Old \$2.75, Old \$2.70, Old \$2.65, Old \$2.60, Old \$2.55, Old \$2.50, Old \$2.45, Old \$2.40, Old \$2.35, Old \$2.30, Old \$2.25, Old \$2.20, Old \$2.15, Old \$2.10, Old \$2.05, Old \$2.00, Old \$1.95, Old \$1.90, Old \$1.85, Old \$1.80, Old \$1.75, Old \$1.70, Old \$1.65, Old \$1.60, Old \$1.55, Old \$1.50, Old \$1.45, Old \$1.40, Old \$1.35, Old \$1.30, Old \$1.25, Old \$1.20, Old \$1.15, Old \$1.10, Old \$1.05, Old \$1.00, Old \$0.95, Old \$0.90, Old \$0.85, Old \$0.80, Old \$0.75, Old \$0.70, Old \$0.65, Old \$0.60, Old \$0.55, Old \$0.50, Old \$0.45, Old \$0.40, Old \$0.35, Old \$0.30, Old \$0.25, Old \$0.20, Old \$0.15, Old \$0.10, Old \$0.05, Old \$0.00.

IMPORTS.

A somewhat increased quantity of business has been transacted in cotton yarn during the interval. Dealers entered into moderate purchases from importers who were willing to accept \$1 lower than previous rates. The accentuated stringency prevailing in the money market is hindering expansion of deliveries. Quotations close as follows:—No. 10s at \$10.15, No. 12s at \$12.15, No. 14s at \$14.15, No. 16s at \$16.15, No. 18s at \$18.15, No. 20s at \$20.15, No. 22s at \$22.15, No. 24s at \$24.15, No. 26s at \$26.15, No. 28s at \$28.15, No. 30s at \$30.15, No. 32s at \$32.15, No. 34s at \$34.15, No. 36s at \$36.15, No. 38s at \$38.15, No. 40s at \$40.15, No. 42s at \$42.15, No. 44s at \$44.15, No. 46s at \$46.15, No. 48s at \$48.15, No. 50s at \$50.15, No. 52s at \$52.15, No. 54s at \$54.15, No. 56s at \$56.15, No. 58s at \$58.15, No. 60s at \$60.15, No. 62s at \$62.15, No. 64s at \$64.15, No. 66s at \$66.15, No. 68s at \$68.15, No. 70s at \$70.15, No. 72s at \$72.15, No. 74s at \$74.15, No. 76s at \$76.15, No. 78s at \$78.15, No. 80s at \$80.15, No. 82s at \$82.15, No. 84s at \$84.15, No. 86s at \$86.15, No. 88s at \$88.15, No. 90s at \$90.15, No. 92s at \$92.15, No. 94s at \$94.15, No. 96s at \$96.15, No. 98s at \$98.15, No. 100s at \$100.15, No. 102s at \$102.15, No. 104s at \$104.15, No. 106s at \$106.15, No. 108s at \$108.15, No. 110s at \$110.15, No. 112s at \$112.15, No. 114s at \$114.15, No. 116s at \$116.15, No. 118s at \$118.15, No. 120s at \$120.15, No. 122s at \$122.15, No. 124s at \$124.15, No. 126s at \$126.15, No. 128s at \$128.15, No. 130s at \$130.15, No. 132s at \$132.15, No. 134s at \$134.15, No. 136s at \$136.15, No. 138s at \$138.15, No. 140s at \$140.15, No. 142s at \$142.15, No. 144s at \$144.15, No. 146s at \$146.15, No. 148s at \$148.15, No. 150s at \$150.15, No. 152s at \$152.15, No. 154s at \$154.15, No. 156s at \$156.15, No. 158s at \$158.15, No. 160s at \$160.15, No. 162s at \$162.15, No. 164s at \$164.15, No. 166s at \$166.15, No. 168s at \$168.15, No. 170s at \$170.15, No. 172s at \$172.15, No. 174s at \$174.15, No. 176s at \$176.15, No. 178s at \$178.15, No. 180s at \$180.15, No. 182s at \$182.15, No. 184s at \$184.15, No. 186s at \$186.15, No. 188s at \$188.15, No. 190s at \$190.15, No. 192s at \$192.15, No. 194s at \$194.15, No. 196s at 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VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK."

On or about 27th Dec.

For Freight and further information, apply to

DODWELL & Co., Ltd.

Agents.

Hongkong, 16th December, 1913. [1598]

THE "INDRA" LINE, LIMITED

FOR NEW YORK

(With liberty to call at Malabar Coast).

THE Steamship

"INDRAKUALA."

Captain A. H. Smith, will be despatched as

above on 6th January, 1914.

This Steamer has superior accommodation for

a limited number of First Class Passengers.

For freight or passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215, Sub. Ex. No. 9.

Hongkong, 11th December, 1913. [1417]

S.S. "MAUSANG."

THE above Steamer will be despatched on or

about SATURDAY, 10th January, 1914.

For FREIGHT, WEST AUSTRALIA.

For freight apply to

GILMAN & Co.

Agents.

Hongkong, 17th December, 1913. [1441]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR MARSEILLES, LONDON

ROTTERDAM AND ANTWERP.

THE Steamship

"GLENSTRAE."

Captain Jas. McGillivray, will be despatched for

the above Ports on or about 11th January, 1914.

For freight or passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 17th December, 1913. [1442]

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

"INDRASAMHA."

Captain Jones, will be despatched as above

about the middle of January, 1914.

For Freight and further information apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215, Sub. Ex. 9.

Hongkong, 11th December, 1913. [1418]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA

SUZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"SHIRLEY."

Captain Hopple, will be despatched as above

on or about 17th January, 1914.

For Freight and passage, apply to

ARNOLD, KARRBERG & Co.,

General Agents.

Hongkong, 17th December, 1913. [1448]

ON SALE

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HONGKONG DAILY PRESS

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NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 24th inst., at 10 A.M.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	JARDINE, MATHESON & Co., LD.	On 28th inst.	
LONDON VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 3rd Jan., at Noon.
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SAID	POLYNESIAN	Brit. str.	—	Lassence	MESSAGERIES MARITIMES	On 29th inst.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	FURBER HUBLOW	Ger. str.	k. w.	J. Nagano	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU	Jan. str.	k. w.	Geisels	HAMBURG-AMERICA LINE	On 31st inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	C. FRED. LAMBE	Brit. str.	—	Jas. McIlravy	SHEWAN, TOMES & Co.	On 2nd Jan.
MARSEILLES, BREMEN & HAMBURG, &c.	GLORIOUS	Ger. str.	k. w.	Kotake	HAMBURG-AMERICA LINE	About 11th Jan.
MARSEILLES, DUNKIRK, A. WERF, J. D. & BREMEN, &c.	EMERALD	Ger. str.	—	—	MELCHERS & Co.	Middle of Mar.
ROTTERDAM, ANTWERP & HAMBURG, &c.	ALFA	Ger. str.	k. w.	Knaib	HAMBURG-AMERICA LINE	On 25th inst.
COCHIN, CANNING, GOVERNMENT & HAITIC PORTS	GOLDENPEL	Ger. str.	k. w.	Dierichsen	HAMBURG-AMERICA LINE	On 13th Jan.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYM.	CEYLON	Swed. str.	—	—	ARTHUR NIELSEN & Co.	About 15th Jan.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	MERIONTHESHIRE	Brit. str.	—	T. Saito	JARDINE, MATHESON & Co., LD.	To-morrow.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	S. Wada	OSAKA SHOSHEN KAISHA	On 25th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	YOKOHAMA MARU	Jap. str.	—	N. Kobayashi	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	MEXICO MARU	Jap. str.	—	J. Bortfeldt	OSAKA SHOSHEN KAISHA	On 7th Jan., at 1 P.M.
TRIESTE, PIERRE, VENICE VIA SINGAPORE, &c.	PRINCESS ALICE	Ger. str.	—	—	MELCHERS & Co.	On 24th inst., at 10 A.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	E. F. FERDINAND	Aus. str.	—	—	SANDEE, WILHELM & Co.	About 31st inst.
NEW YORK	KORONA	Am. str.	—	—	SANDEE, WILHELM & Co.	On 15th Jan., at 4 P.M.
BOSTON & NEW YORK	INDASCALLA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., LD.	On 9th Jan.
BOSTON & NEW YORK VIA PORTS & SUZ CANAL	SAINT PATRICK	Brit. str.	—	Dodwell & Co., LTD.	About 27th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHIRLEY	Am. str.	—	Hopley	ARNOLD, KARRBERG & Co.	On 17th Jan.
VANCOUVER, SEATTLE & JAPAN, &c.	EMPEROR OF RUSSIAN	Brit. str.	2 m.	F. L. Davidson	CANADIAN PACIFIC R. CO.	On 1st Jan., at Noon.
VANCOUVER, SEATTLE & JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	Meisner	CANADIAN PACIFIC R. CO.	On 15th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	BELOAR	Ger. str.	k. w.	W. W. Greene	HAMBURG-AMERICA LINE	On 16th Jan.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHIYO MARU	Jap. str.	—	H. Thompson	OTO KAISEN KAISHA	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	URINA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 30th inst., at Noon.
SAN FRANCISCO	MANCHURIA	Am. str.	—	J. P. Jones	PACIFIC MAIL S.S. Co.	On 6th Jan., at 1 P.M.
FREMANTLE, WEST AUSTRALIA	INDASAMHA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	Middle of Jan.
AUSTRALIAN PORTS VIA MANILA	MAUSANG	Brit. str.	—	L. Klingkist	GILMAN & Co.	About 10th Jan.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Ger. str.	—	—	MELCHERS & Co.	On 27th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	BARTEN	Brit. str.	—	Sekans	GIBB, LIVINGSTON & Co.	On 2nd Jan., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	TANG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th Jan., at Noon.
JAPAN	TIPIKAS	Jap. str.	—	—	YATA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBÉ & MOJÍ	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	CHINA	Aus. str.	—	—	SANDEE, WILHELM & Co.	About 30th inst.
YOKOHAMA, KOBÉ & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	About 6th Jan.
YOKOHAMA, KOBÉ & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	A. Hurlbig	MELCHERS & Co.	On 14th Jan., at 11 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 2nd Jan., at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	To-day.
YOKOHAMA, KOBÉ & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	M. Machida	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
YOKOHAMA, KOBÉ & YOKOHAMA	CHONGSHING	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	LIANGCHOW	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	To-morrow.
YOKOHAMA, KOBÉ & YOKOHAMA	SILENT	Brit. str.	—	W. Mesley	JARDINE, MATHESON & Co., LD.	On 24th inst., at D'light.
YOKOHAMA, KOBÉ & YOKOHAMA	LIENSHING	Brit. str.	—	C. Hooker	JARDINE, MATHESON & Co., LD.	On 25th inst., at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	HUICHOW	Brit. str.	1 m.	H. Textor	BUTTERFIELD & SWIRE	About 25th inst.
YOKOHAMA, KOBÉ & YOKOHAMA	LUZOW	Ger. str.	—	—	MELCHERS & Co.	On 27th inst., at D'light.
YOKOHAMA, KOBÉ & YOKOHAMA	WOSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 27th inst., at D'light.
YOKOHAMA, KOBÉ & YOKOHAMA	KANCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA, KOBÉ & YOKOHAMA	ANRATON APAR	Brit. str.	—	Walker	DAVID SASSOON & Co., LTD.	About 27th inst.
YOKOHAMA, KOBÉ & YOKOHAMA	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at D'light.
YOKOHAMA, KOBÉ & YOKOHAMA	KYONGSHANG	Brit. str.	—	W. F. Blohard	JARDINE, MATHESON & Co., LD.	On 24th inst.
YOKOHAMA, KOBÉ & YOKOHAMA	KORONA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 2nd Jan., at 6 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	EGYPT	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	About 2nd Jan.
YOKOHAMA, KOBÉ & YOKOHAMA	SYDNEY	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBÉ & YOKOHAMA	SOERABAYA	Jap. str.	—	K. Tashira	OSAKA SHOSHEN KAISHA	On 25th inst., at 8 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	KAIYO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 31st inst., at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	DAIUN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSHEN KAISHA	On 28th inst., at 10 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	HAITANG	Brit. str.	2 h.	A. E. Hodgins	OSAKA SHOSHEN KAISHA	To-morrow, at 11 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	HAITAN	Brit. str.	2 h.	J. S. Enoch	DOUGLAS LAUREL & Co.	On 26th inst., at 11 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	HAICHING	Brit. str.	2 h.	W. O. Passmore	DOUGLAS LAUREL & Co.	On 30th inst., at 11 A.M.
YOKOHAMA, KOBÉ & YOKOHAMA	RUBY	Am. str.	—	J. Miller	DOUGLAS LAUREL & Co.	To-morrow, at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	KYUNGSHANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	To-morrow, at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	TAMING	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., LD.	On 27th inst., at 2 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	SUNGKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	ZATTO	Brit. str.	—	H. Mathias	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	GOOSANG	Brit. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 2nd Jan., at 4 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	THIRAS	Dut. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 3rd Jan., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	SARON MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	RANGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
SINGAPORE, PENANG, & CALCUTTA	FOGSONG	Brit. str.	—	J. A. Mitchell	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
SINGAPORE, PENANG, & CALCUTTA	GEORGY APAR	Brit. str.	—	T. E. Drake	JARDINE, MATHESON & Co., LD.	On 26th inst.
SINGAPORE, PENANG, & CALCUTTA	HAKATA MARU	Jap. str.	—	H. Nomura	DAVID SASSOON & Co., LTD.	On 27th inst.
JESSELTON, KUDAT & BANDAAN	BORNEO	Ger. str.	—	J. Koehler	NIPPON YUSEN KAISHA	On 3rd Jan.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
Steamers	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool	Arrive	Leave	Arrive	Leave	Arrive	Leave	Steamers	Vancouver	Yokohama	Kobe	Nagasaki
EMPEROR OF RUSSIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	21 Nov.	28 Nov.	—	—	—	—	—	EMPEROR OF RUSSIA	4 Dec.	15 Dec.	16 Dec.	18 Dec.
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	23 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	—	—	—	—	—	—	—	MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	1 Jan.
EMPEROR OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	25 Feb.	4 Mar.	6 Dec.	13 Dec.	—	—	—	—	—	EMPEROR OF INDIA	18 Dec.	1 Jan.	2 Jan.	4 Jan.
EMPEROR OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.	14 Mar.	20 Dec.	27 Dec.	—	—	—	—	—	EMPEROR OF ASIA	1 Jan.	12 Jan.	13 Jan.	15 Jan.
EMPEROR OF JAPAN	Thurs. 5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	26 Mar.	1 Apr.	3 Jan.	10 Jan.	—	—	—	—	—	EMPEROR OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada &c. additional.
EMPEROR OF RUSSIA	£71.10	£71.10	—
EMPEROR OF ASIA	—	—	—
EMPEROR OF INDIA	£65	£65	—
EMPEROR OF JAPAN	—	—	—
MONTEAGLE	£43	£45	—

Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,350, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK.

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamers	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG" Tuesday, 23rd Dec, D'light.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG" Tuesday, 23rd Dec, Noon.
YOKOHAMA, KOBÉ & MOJÍ	"YATSHING" Tuesday, 23rd Dec, 4 P.M.
SHANGHAI VIA FOOCHOW	"LANSING" Wednesday, 24th Dec, D'light.
SHANGHAI	"WOANG" Saturday, 27th Dec, 2 P.M.
MANILA	"TUENSANG" Saturday, 27th Dec, 2 P.M.
SHANGHAI	"KWONGSANG" Sunday, 28th Dec, D'light.
TSINGTAI, WITH (TWEI, CHEFOO, DALY & CHINWANTAO)	"CHEONGSHING" Friday, 2nd Jan, Noon.
MANILA	"LOONGSANG" Saturday, 3rd Jan, 2 P.M.

RETURN TOUS TO JAPAN.

The Steamers "Kwang" and "Lansing" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days.

This service is supplemented by the "Fooksang," "Kousang," "Lansing," "Yatshing" and "Sungang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Y'choo, Chefoo, T'sin, Dalny, W'wei, T'san & N'hwang.

Telephone No. 215, Sub. Ex. 1.

Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 20th December, 1913.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "Kwang" will be despatched for YOKOHAMA, KOBÉ and MOJÍ at an early date, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS
Telephone No. 215.
Hongkong, 15th October, 1913.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

LONDON & ANTWERP

LONDON & ANTWERP

LONDON & ANTWERP

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

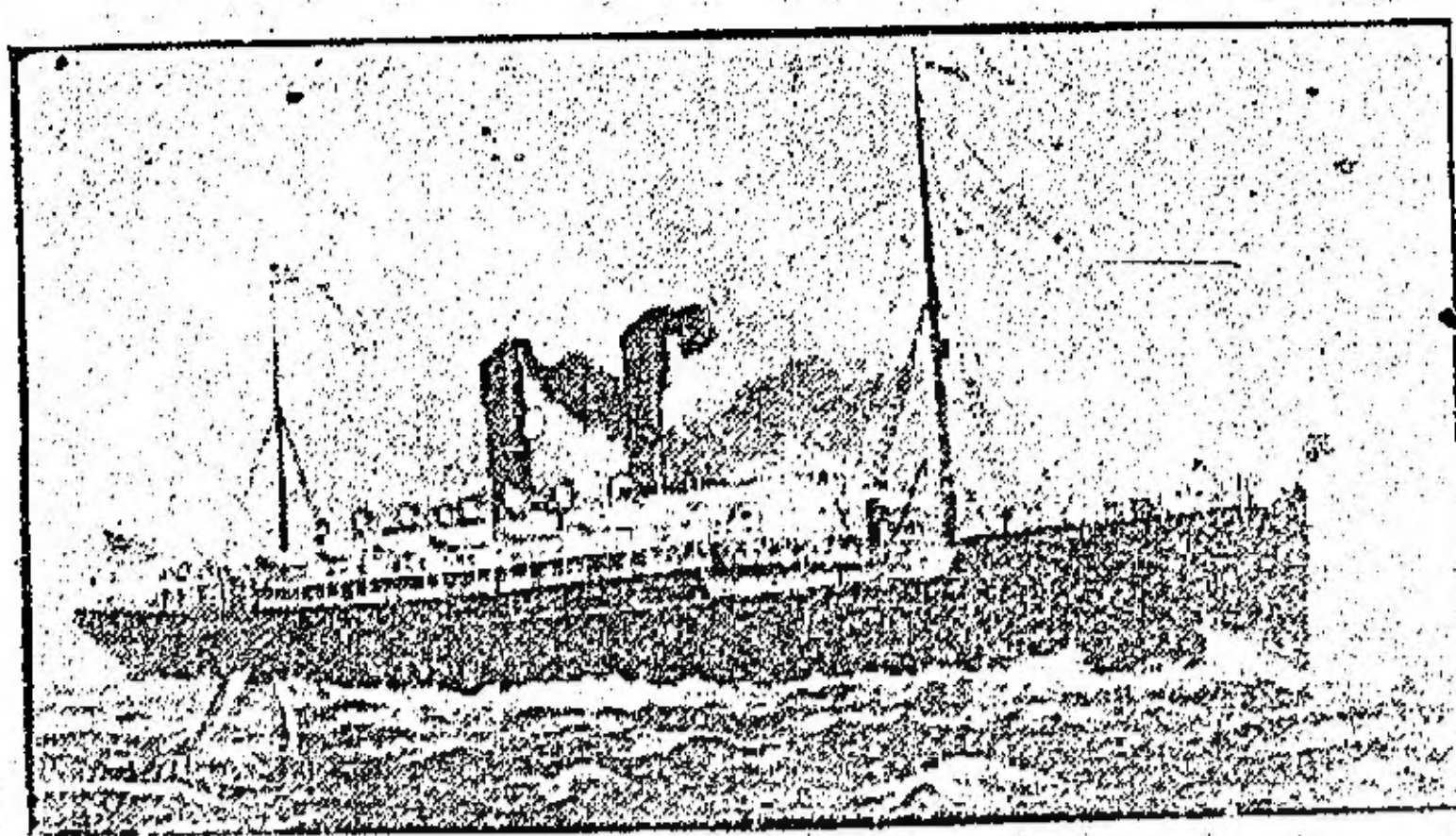
VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

PACIFIC MAILSTEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, MANILA, NAGASAKI, KOBE (via Island Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Port of Kobe and Yokohama.

STEAMERS	Tons	Sailing
CHINA	10,200	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	TUESDAY, 30th Dec., at 1 P.M.
NILE	11,000	SATURDAY, 10th Jan., at 9.45 A.M.
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 P.M.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.
SIBERIA	18,000	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	From Manila	Due Hongkong
Leave Hongkong	20th Dec.	21st Dec.	CHINA	22nd Dec.
30th Dec.	1st Jan.	2nd Jan.	MANCHURIA	23rd Dec.
10th Jan.	12th Jan.	13th Jan.	NILE	24th Dec.
7th Feb.	19th Feb.	20th Feb.	PERSIA	25th Dec.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

Panama-Pacific International Exposition—San Francisco—1915.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG	Proposed Sailings	From Colombo
23rd December, 1913.	"GUJARAT"	12th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong	"SALAMIS"	Middle of February, 1914.
FIRST CLASS ACCOMMODATION FOR PASSENGERS.		
Fitted With WIRELESS TELEGRAPHY.		

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 27th December.
S.S. "THONGWA," 5,293 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 6th January.
WESTWARD
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th December.
S.S. "DUNERA," 5,393 tons, Capt. Dickinson, will be despatched as above on 30th December.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 18th December, 1913.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
COPENHAGEN, GOTHENBURG and BALTI PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, 7th Floor.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	"DUMBEA"	On 29th December.

HOMEWARD

For	STEAMER	To SAIL
MARSEILLES VIA PORTS	"POLYNESIE"	On 29th December.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10, 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON, CANTON TO HONGKONG.
MONDAY, 22ND DEC., 1913.

8 a.m. HEUNGSHAN.	8 a.m. KINSHAN.
10 p.m. KINSHAN.	6 p.m. KINSHAN.

TUESDAY, 23RD DEC., 1913.

8 a.m. KINSHAN.	8 a.m. HEUNGSHAN.
10 p.m. HEUNGSHAN.	6 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. HEUNGSHAN. S.S. SUI AN. Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28TH DECEMBER, 1913.

The Company's New Steamship
"TAISHAN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES:

Saloon Single \$3, Return \$5; 1st Class Single \$2, Return \$3; 2nd Class Single \$1, Return \$2. Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAN, 589 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangrove, Cebu and Iloilo	On 23rd Dec., 4 P.M.
ZAFIRO	4000	F.S. McMurray	Manila, Mangrove, Cebu and Iloilo	On 2nd Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOKYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Compulsory Stewards Carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
Hongkong, 15th December, 1913.

OSAKA SHOSEN KAISHA.REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).**TRANS-PACIFIC LINE.**

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 7th Jan., at 1 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	
"PANAMA MARU"	J. Kano	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.
Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.
"INDO MARU"	K. Komiya	
"LUZON MARU"	K. Sukawa	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 31st Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Murakami	SUNDAY, 28th Dec., at 10 A.M.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	R. Tashira	THURSDAY, 25th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Tashira	SUNDAY, 21st Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

NIPPON YUSEN KAISHA

THE JAPANESE MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. J. Nagano.	16,000	WEDNESDAY, 31st Dec., at D'light.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	HITACHI MARU Capt. Yamawaki.	12,500	WEDNESDAY, 14th Jan., at Daylight.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU Capt. Wada.	12,500	TUESDAY, 30th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	AWA MARU Capt. R. Shimidzu.	12,500	TUESDAY, 13th Jan., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TANGO MARU Capt. T. Sekine.	13,500	WEDNESDAY, 14th Jan., at Noon.
KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda.	9,600	WEDNESDAY, 11th Feb., at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura.	12,500	SATURDAY, 27th December.
NAGASAKI, KOBE and YOKOHAMA	RANGOON MARU Capt. Date.	12,000	MONDAY, 5th January.
SHANGHAI, KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope.	16,000	THURSDAY, 1st Jan., at 11 A.M.
	NIKKO MARU Capt. Takeda.	9,600	WEDNESDAY, 14th Jan., at 11 A.M.
	KANAGAWA MARU Capt. M. Mochida.	12,500	MONDAY, 22nd December.

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMER	TONS	SAILS	WEDNESDAY	
MIYASAKI MARU	16,000	"	"	28th January.
KITANO	16,000	"	"	11th February.
IYO	12,500	"	"	25th February.
HIRANO	16,000	"	"	11th March.
KATORI	20,000	"	"	25th March.
KAMO	16,000	"	"	8th April.
KASHIMA	20,000	"	"	22nd April.

FOR AMERICA.

STEAMER	TONS	SAILS	TUESDAY	
SEIZUOKA MARU	12,500	"	"	27th January.
TAMBA	12,500	"	"	10th February.
ART	12,500	"	"	24th February.
SADO	12,500	"	"	10th March.
YOKOHAMA	12,500	"	"	24th March.
AWA	12,500	"	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c. apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**HOMEWARD PASSENGER SEASON, 1914.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDONTARIFF PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO HONGKONG AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	KAI	KONG.	MARSHALLS and LONDON	LES	1 day later
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.			
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Friday	Thursday
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MORBA	Feb. 13	Feb. 19
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOTA	Feb. 27	Mar. 5
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 13	Mar. 19
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Mar. 27	Apr. 2
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 10	Apr. 16
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	Apr. 24	Apr. 30
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 8	May 14
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	May 22	May 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—			
	Accommodation	Single	Return
1st Saloon	"A"	£25.	£37.
"B"	"	£29.	£39.
2nd Saloon	"A"	£24.	£36.
"B"	"	£20.	£26.
1st Saloon	"A"	£21.	£31.
"B"	"	£25.	£33.
2nd Saloon	"A"	£22.	£27.
"B"	"	£18.	£23.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'AMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'elles	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Feb. 27	Mar. 9
NYANZA	Feb. 5	Feb. 14	Feb. 18	Feb. 24	Mar. 10	Mar. 13
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Mar. 24	Apr. 1
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 7	Apr. 15
MAITA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 4	May 14
* RHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
KAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £20 Single: £25 Return.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.....	SARDINIA Capt. J. T. Jeffery	10 A.M. 24th Dec	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.....	NANKIN Capt. Owen Jones, R.N.R.	About 27th Dec	Freight and Passage.
SHANGHAI.....	EGYPT Capt. F. R. Sammers	About 2nd Jan	Freight and Passage.
LONDON via USUAL PORTS OF CALL.....	HIMALAYA Capt. H. G. Evans, R.N.R.	Noon, 3rd Jan.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd December, 1913.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and LOILO.....	"TAMING"	On 23rd Dec, 4 P.M.
SHANGHAI.....	"LIANGCHOW"	On 23rd Dec, 4 P.M.
SHANGHAI.....	"HUICHOW"	On 25th Dec, 4 P.M.
SHANGHAI & TSINGTAI.....	"KANCHOW"	On 27th Dec, 4 P.M.
MANILA, CEBU and LOILO.....	"SUNGKLANG"	On 30th Dec, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINIAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINEUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Saturdays proceed from Shanghai to TSINGTAI, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 19th December, 1913. TELEPHONE 36. AGENTS. [7]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.O.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. SILESIA .. 23rd Dec.	S.S. ALTMAER .. 25th Dec.
S.S. PREUSSEN .. 31st Dec.	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. O. J. D. AHLER .. 14th Jan.	S.S. FUERT BUELOW 29th Dec.
S.S. BELGRAVIA .. 16th Jan.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SPERZA .. 23rd Jan.	S.S. C. FEED LADISZ 2nd Jan.
S.S. SAXONIA .. 4th Feb.	FOR ROTTERDAM, ANTWERP & HAMBURG:
S.S. SCANDIA .. 9th Feb.	S.S. GOLDENFELS .. 13th Jan.
S.S. HOERDE .. 24th Feb.	FOR MARSEILLES, BREMEN & HAMBURG:
	S.S. EMDEN .. 13th Jan.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or).
	S.S. BELGRAVIA .. 16th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office

Hongkong, 22nd December, 1913.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ..	Capt. A. E. Hodgins	TUESDAY, 23rd Dec, at 11 A.M.
"HAICHING" ..	Capt. J. S. Roach	FRIDAY, 26th Dec, at 11 A.M.
"HAICHING" ..	Capt. W. C. Passmore	TUESDAY, 30th Dec, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPEAUX & Co.,
GENERAL MANAGERS.

Hongkong, 21st December, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN ..	3rd Jan.	On 2nd Jan, 10 A.M.
ALDENHAM ..	24th Jan.	On 13th Feb, 10 A.M.
EMPIRE ..		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots...	MON., 22nd Dec.
* NIPPON MARU	11,000—19 knots	WED., 14th Jan.
TENYO MARU	22,000—21 knots...	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots...	

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10...	RETURN (6 MONTHS) \$120.
FIRST CLASS TO NEW YORK	\$60. ...	" " \$96.10.
" " " SAN FRANCISCO	\$45. ...	" " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from
San Francisco by Steamer of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers
of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,
MISSIONARIES, etc.ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	17,000—14 knots	February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIOYU MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK and COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,
PHILIPPINES and THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in
every Berth, Electric Fans in every Stateroom, Bed, Bed, Porcelain Bath, Steam
Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

WESTERN PACIFIC—DENVER AND

RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City
and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers.
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New
Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY EAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "KOEKBER," 9,900 tons, will leave as above, on 15th January, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No extra. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Langsane, Paris, Calais or Boulogne, Class I £23.15, II £16.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lugano, Bale, Leon, Calais or Boulogne, Class I £23.15, II £16.15.
BY SEVENNER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £16.9.
BY TATEN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £21.15, II £16.15.
TO SHANGHAI.
S.S. "KOEKBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £26 1st, £24 2nd, £23 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA," 11,000 tons, will leave as above about 30th December.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS.

Hongkong, 17th December, 1913.

Princes' Building.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"PRINCESS ALICE," Capt. J. Bortfeldt	20,300	Wed., 24th Dec., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ..	"LUETZOW," Capt. H. Tator	16,900	About Thursday, 25th Dec.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ..	"COBLENZ," Capt. L. Aluigrist	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE ..	"PRINZ SIGISMUND," Capt. A. Hutzig	6,000	About Tuesday, 7th Jan.
JESSELTON, KUDAT and SANDAKAN ..	"BORNHO," Capt. Koshler	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Teletext.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
Capt. F. von Binner.		
* "GOEBEN"	17,300	ON FEBRUARY 18TH.
Capt. A. Ahlborn.		
* "DERFFLINGER"	17,250	ON MARCH 3RD.
Capt. F. Prosch.		
* "KLEIST"	17,000	ON MARCH 18TH.
Capt. L. Maass.		
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
Capt. C. Mundt.		
* "YORCK"	17,000	ON APRIL 15TH.
Capt. F. Loeser.		
* "PRINCESS ALICE"	20,300	ON APRIL 28TH.
Capt. J. Bortfeldt.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy.
(System Telefunken.)
EARLY BOOKING RECOMMENDED.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	about	HOMeward.
Steamship	1914	
"MARK" ..	2nd Febr.	FOR MARSEILLES, DUNKIRK, ANTWERP, ROTTERDAM and BREMEN/HAMBURG: S.S. "MARK" about Middle of March.
"TUEBINGEN" ..	16th Febr.	FOR HAVRE, EMDEN and HAMBURG/BREMEN: S.S. "TUEBINGEN" about End of March.
"FRANKEN" ..	2nd March.	FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG: S.S. "FRANKEN" about Middle of April.
"GOETTINGEN" ..	16th March.	FOR HAVRE, DUNKIRK, EMDEN and HAMBURG/BREMEN: S.S. "GOETTINGEN" about Beginning of May.
"LOTHRINGEN" ..	30th March.	FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG: S.S. "LOTHRINGEN" about Middle of May.
"THURINGEN" ..	13th April.	FOR HAVRE, EMDEN and HAMBURG/BREMEN: S.S. "THURINGEN" about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 19th December, 1913.

1454

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS and REPAIRERS, BOILERMAKERS,
BRASS and IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL and MECHANICAL ENGINEERS.
WELDING and CUTTING of METALS BY OXY-ACETYLENE
and ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANE,
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT CRAFT, CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and FLEET CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. HEID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

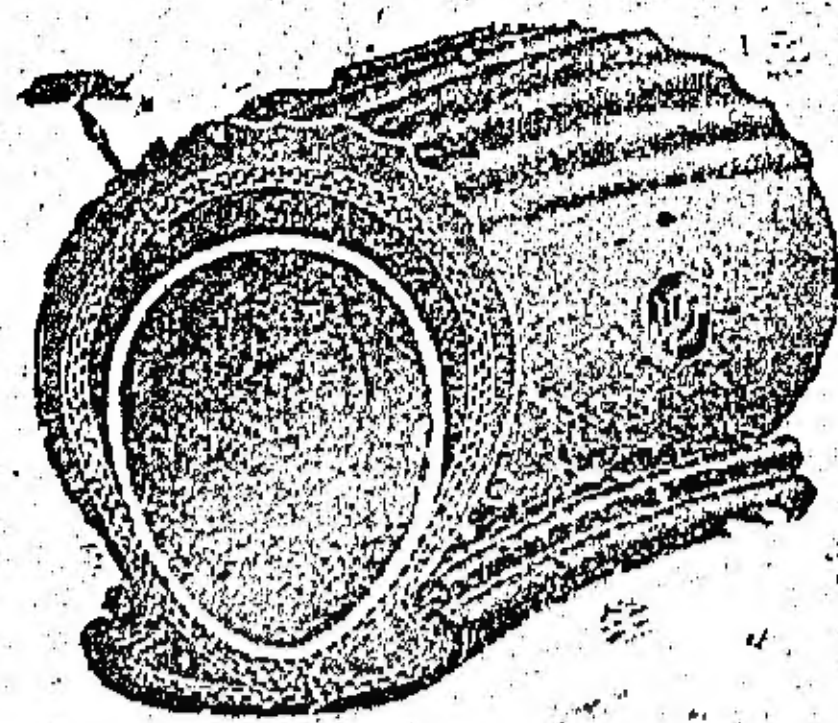
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address: "TAIKOO DOCK."

1449

PETER UNION



RICKSHAW TYRES

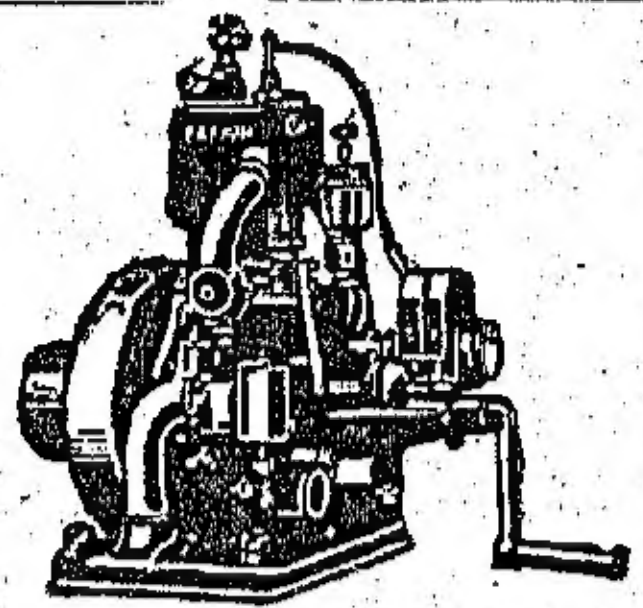
ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 22nd December, 1913.

[44-35]



FAFNIR WORKS

AACHEN.

CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND

BICYCLE SPOKES.

Represented by—

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 22nd December, 1913.

[44-47]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960,

Hongkong, 22nd December, 1913.

[44-45]

POST OFFICE NOTICE.

1st of January being a holiday, Mails per *Empress of Russia* will be closed on Wednesday, the 31st inst., at 5 p.m.

The MAIL FROM LONDON (via Siberia) of Friday, the 28th November, has not yet been received at Shanghai.

The UNITED STATES MAILS of *Manchuria* have been transferred in Japan to the *Empress of Russia*, which is scheduled to arrive here to-morrow.

FOR	PER	DATE
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA via CANADA via SAN FRANCISCO (EUROPE via SIBERIA)...	Chiyo Maru ...	Monday, 22nd, 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.30 A.M.) Registration B.O. at ... 9.30 A.M. Letters ... 11.00 A.M.
Japan via Yokohama ...	Yatsushiro ...	Monday, 22nd, 3.00 P.M.
Saigon ...	Kumohara ...	Monday, 22nd, 3.00 P.M.
Dairen ...	Taiwan Maru ...	Monday, 22nd, 5.00 P.M.
*Swatow, *Shanghai and *North China	Choyang ...	Monday, 22nd, 5.00 P.M.
*Wohaiwei, *Chefoo and *Dairen	Eiger ...	Monday, 22nd, 5.00 P.M.
Holhow, Tourane and Quinhon ...	Helene ...	Tuesday, 23rd, 8.00 A.M.
Shanghai and North China ...	Ghase ...	Tuesday, 23rd, 9.00 A.M.
Swatow, Amoy and Foochow ...	Haiyang ...	Tuesday, 23rd, 10.00 A.M.
*Straits and *India via Calcutta ...	Fookang ...	Tuesday, 23rd, 11.00 A.M.
*Philippine Islands ...	Taming ...	Tuesday, 23rd, 3.00 P.M.
Philippine Islands ...	Eubi ...	Tuesday, 23rd, 3.00 P.M.
Shanghai and North China ...	Liangchow ...	Tuesday, 23rd, 3.00 P.M.
Foochow, Shanghai and North China ...	Lienching ...	Tuesday, 23rd, 5.00 P.M.
STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via NAPLES ...	Princess Alice ...	Wednesday, 24th, 8.00 A.M. Registration ... 8.30 A.M. B.O. at ... 8.00 A.M. Letters ... 9.00 A.M.
Kachinoza, Japan via Kobe, Victoria ...	Teucer ...	Wednesday, 24th, 2.00 P.M.
*Straits, *Batavia, *Ucherbon, *Samarang and *Sourabaya	Biojun Maru ...	Wednesday, 24th, 5.00 P.M.
Swatow, Amoy & Formosa via Amoy & Takao	Sosho Maru ...	Wednesday, 24th, 5.00 P.M.
Shanghai and North China ...	Hachiro ...	Thursday, 25th, 9.00 A.M.
Swatow, Amoy and Foochow ...	Hachiro ...	Friday, 26th, 9.00 A.M.
Shanghai and North China ...	Wong ...	Friday, 26th, 9.00 A.M.
Philippine Islands ...	Yap
*Krich Wilhelmshafen, Ebadal, Her, ...	Coblenz ...	Saturday, 27th, 8.00 A.M.
Philippine Islands ...	Yuenang ...	Saturday, 27th, 1.00 P.M.
Shanghai and North China ...	Kwangsang ...	Saturday, 27th, 5.00 P.M.
Shanghai, North China and Tsingtau ...	Kauhow ...	Saturday, 27th, 5.00 P.M.
(EUROPE via SIBERIA)	Haiching ...	Tuesday, 30th, 10.00 A.M.
Swatow, Amoy and Foochow
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Polynesian ...	Tuesday, 30th, 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration B.O. at ... 9.30 A.M. Letters ... 11.00 A.M.
Philippine Islands ...	Singkiang ...	Tuesday, 30th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA) ...	Empress of Russia ...	Wednesday, 31st, 5.00 P.M. Registration ... 5.00 P.M. B.O. at ... 4.00 P.M. Letters ... 6.00 P.M.
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin ...	Eastera ...	Friday, 2nd, 10.00 A.M.
Tsingtau, Wollawet, Chefoo, Dairen, and Chingwaio ...	Cheongching ...	Friday, 2nd, 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ...	Himalaya ...	Saturday, 3rd, 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration B.O. at ... 9.30 A.M. Letters ... 11.00 A.M.

*Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

December 20th.

ON LONDON:—	
Telegraphic Transfer ...	111 1/2
Bank Bills, on demand ...	111 1/2
Bank Bills, at 30 days' sight ...	111 1/2
Bank Bills, at 4 months' sight ...	111 1/2
Credits, at 4 months' sight ...	111 1/2
Documentary bills 4 months' sight ...	111 1/2
ON PARIS:—	
Bank Bills, on demand ...	246
Credits, at 4 months' sight ...	246
ON GERMANY:—	
On demand ...	199 1/2
ON NEW YORK:—	
Bank Bills, on demand ...	47 1/2
Credits, at 60 days' sight ...	48 1/2
ON BOMBAY:—	
Telegraphic Transfer ...	144 1/2
Bank, on demand ...	145
ON CALCUTTA:—	
Telegraphic Transfer ...	144 1/2
Bank, on demand ...	145
ON SHANGHAI:—	
Bank, at sight ...	73 1/2
Private, 30 days' sight ...	74 1/2
ON YOKOHAMA:—	
On demand ...	35
ON MANILA:—	
On demand ...	35
ON SINGAPORE:—	
On demand ...	117 1/2
ON BATAVIA:—	
On demand ...	1 1/2 p.m.
ON HATYONG:—	
On demand ...	79 1/2
ON BANGKOK:—	
On demand ...	79 1/2
SOVEREIGNS, Bank's Buying Rate ...	\$10.20
GOLD LEAF, 100 fine, per tool ...	\$53.90
BAR SILVER, per oz. ...	26 1/2

SUBSIDIARY COINS.

	per cent.
Chinese ... 20 cents piece ...	\$10.03 discount.
Chinese ... 10 " ...	\$10.60 "
Hongkong ... 20 " ...	\$ 7.80 "
Hongkong ... 10 " ...	\$10.00 "

MAILS VIA SIBERIA.

Location	Due
December 5th.	December 20th.
December 6th.	December 22nd.

TO-DAY

3 p.m.—Auction of Two Lots of Crown Land at Robinson Road and Hutton Road, by Public Works Dept.

FORTHCOMING EVENTS.

Tuesday, 23rd Dec.—
3 p.m.—Auction of Crown Land at Reclamation St. Yauwai, by Public Works Dept.
Tuesday, 24th Jan.—
Noon—Geo. Fenwick & Co., Ltd., General Meeting.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1913. With Index. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th July, 1913.

SHARE LIST.—QUOTATIONS.

HONGKONG, 19th DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$790, buyers	5 1/2 p.c.	
China Borneo Company, Limited	60,000	\$12 all	\$10, buyers	5 1/2 p.c.	
China Light and Power Company, Ltd.	50,000	\$5 all	\$4 1/2, sellers	7 1/2 p.c.	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$9, buyers	7 1/2 p.c.	
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	80,000	Tls. 50 all	Tls. 130, x div.	5 p.c.	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$7 1/2, buyers	5 p.c.	
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$6 1/2, buyers	5 p.c.	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$38, buyers	5 p.c.	
H'kong and Whampoa Dock Co., Ltd.	60,000	\$50 all	\$37 1/2, buyers	5 p.c.	
New Amoy Dock Co., Limited	10,000	\$63 all	\$64	7 1/2 p.c.	
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 54		
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 110		
Green Island Cement Co., Limited	400,000	\$10 all	\$6 1/2, buyers	4 p.c.	
Hongkong Electric Co., Limited	60,000	\$10 all	\$49, sellers	5 p.c.	
Hongkong Hotel Company Limited	8,000	\$50 all	\$32 1/2, buyers	5 1/2 p.c.	
Manila Metropole Hotel, Limited	15,000	\$25 all	\$18 1/2, buyers	9 1/2 p.c.	
Hongkong Ice Company, Limited	60,000	\$10 all	\$12 1/2		
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$6 all	\$2		
H'kong & South China Steam Navigation Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Steel Foundry Co., Ltd.	325,000	\$5 all	\$3, sellers		
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250 all	\$322 1/2, buyers	5 p.c.	
China Fire Insurance Co., Limited	20,000	\$100 all	\$161, sellers	6 1/2 p.c.	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 all	\$330, sellers	7 1/2 p.c.	
North-China Insurance Co., Limited	10,000	\$250 all	\$310, sellers	6 1/2 p.c.	
Union Insurance Society, Limited	12,400	\$100 all	\$192 1/2, @ Ex 73	6 1/2 p.c.	
Yangtze Insurance Association, Ltd.	12,000	\$100 all	\$115, sellers	6 1/2 p.c.	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$100	5 1/2 p.c.	
Hongkong Land Reclamation Co., Ltd.	25,000	\$10 all	\$9 1/2, sales	7 1/2 p.c.	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10 all	\$9 1/2, sales	5 1/2 p.c.	
Kowloon Land and Building Co., Ltd.	6,000	\$50 all	\$45	5 1/2 p.c.	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 94		
West Point Building Co., Limited	12,500	\$50 all	\$67, sales		
Maatschappij tot Mijl. Bosch en Landbouw exploitatie in Langkat	25,000	Gds. 10 all	Tls. 34 1/2, sellers		
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	35/-		
Heawood Tin and Rubber Estate, Ltd.	822,000	\$1 all	\$13, sellers		
Rand Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$10 1/2, sellers		
Tronoh Mines, Limited	160,000	\$1 all	\$10 1/2, buyers		
Peak Tramways Co., Limited	25,000	\$10 all	\$9 1/2, buyers		
Philippine Co., Limited	75,000	\$10 all	\$3		
Pulper et Papeteries du Tonkin Societe des	15,200	\$50 all	\$30, sellers		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$95, sellers	3 p.c.	
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$31, sellers		
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	50,000	\$25 all	\$10	5 p.c.	
Douglas Steamship Co., Limited	20,000	\$50 all	\$30, buyers	7 1/2 p.c.	
H'kong, Canton & Mexico S.E. Co., Ltd.	20,000	\$15 all	\$30, buyers		
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25 all	\$30, buyers	6 p.c.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$9 1/2, buyers	3 1/2 p.c.	
Star Ferry Company, Limited	40,000	\$10 all	\$8 1/2, sellers		
South China Morning Post, Limited	5,000	\$25 all	\$4 1/2		
Steam Laundry Company, Limited	20,000	\$5 all	\$4 1/2		
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7 all	\$9 1/2, sellers	4 p.c.	
Watson & Co., A. S., Limited	90,000	\$10 all	\$8, sellers		
Union Waterboat Co., Limited	50,000	\$10 all	\$17 1/2	5 1/2 p.c.	

Para Rubber in London

Location	Amount	Value	Interest	Quotation
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share Brokers.

SMOKE
"CAPSTAN"
TOBACCO
AND
CIGARETTES

ALSO
"CAPSTAN"
Mixture

W.D & H.O. WILLS
Bristol and London.

A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK.



Plenses Everybody because it is Reliable. It is Pure, Rich, Fresh Milk. Preserved only by the process of Sterilization. NOT CONDENSED. Obtainable at all Stores packed in two sizes.

[34-1]

SPECIAL XMAS

AND

NEW YEAR OFFER

WE WILL ALLOW A SPECIAL DISCOUNT OF 10 PER CENT. FOR ALL XMAS AND NEW YEAR ORDERS OF \$10.00 OR MORE. CUSTOMERS WILL GREATLY OBLIGE BY FORWARDING THEIR ORDERS EARLY.

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

6, QUEEN'S ROAD CENTRAL, HONGKONG.
TELEPHONE No. 135.

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